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Proposed Medical Imaging Facility

1545A Merivale Road

Application for Minor Variance

Planning Rationale

March 2024

Proposed Medical Imaging Facility Applications for Minor Variance Planning Rationale

**1545A Merivale Road
Ottawa, ON**

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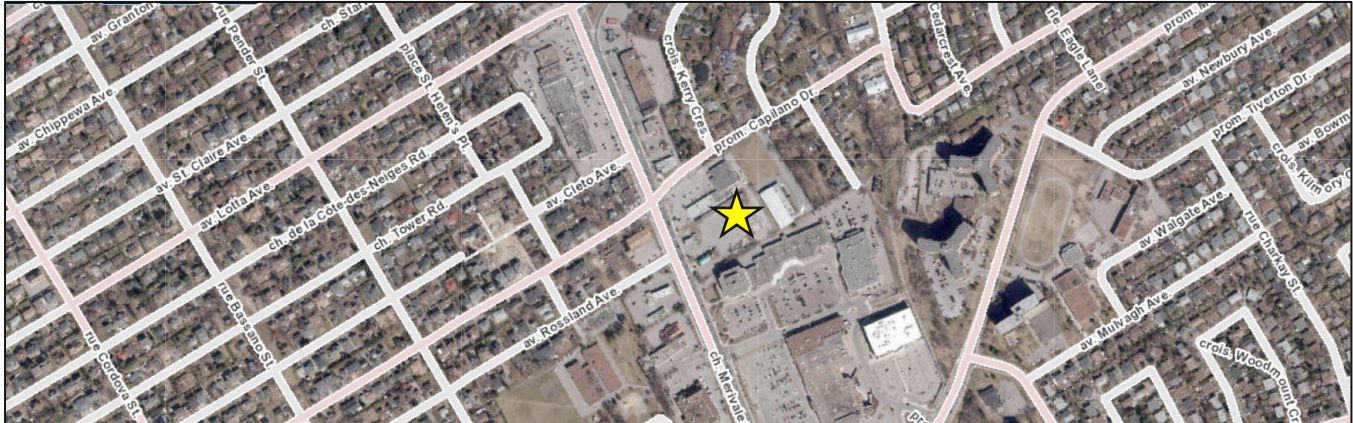
Appendices

- Appendix A: Pre-consultation Correspondence
- Appendix B: Minor Variance Decision

1.0 INTRODUCTION

1545A Merivale Inc. is proposing to construct a one-storey medical imaging facility at 1545A Merivale Road in Ottawa, Ontario. The site is located approximately 1.1 kilometers southwest of the intersection of Merivale Road and Baseline Road, along the arterial road of Merivale Road, in the former municipality of Nepean (**Figure 1**). The site currently has a one-storey building which would be demolished as part of the redevelopment.

Figure 1: Site Location (GeoOttawa, 2022)



An initial pre-consultation meeting was held with City staff on June 16th, 2022. Prior to this meeting a Transportation Impact Assessment (TIA) Screening Form was completed for the project. A follow-up meeting with the City File Manger was subsequently held on September 19th, 2022, to discuss a refined Site Plan configuration. Correspondence from this second meeting, including the list of studies and plans required as part of this application, are included in **Appendix A**.

A Site Plan Control application (D07-12-22-0190) for the site was first submitted on December 20, 2022. A subsequent Minor Variance application (D08-02-23/A-00120) and second Site Plan Control submission were made on May 1, 2023. This previous Minor Variance application sought exemption from building wall front setback zoning provisions due to the irregular lot configuration. The application was subsequently granted and deemed final on July 20, 2023 (**Appendix B**).

A new **Minor Variance** application is being request at this time to enable the proposed medical imaging facility and to accommodate recent changes to the Site Plan. This Planning Rationale has been prepared as a supporting document to this application and is intended to be of assistance to the City of Ottawa in evaluating the proposal in the context of land use policies of the Provincial Policy Statement, Official Plan (2022), and Comprehensive Zoning By-law.

This application also includes the following supporting plans and studies:

- Architectural Package including Site Plan, including Ground Floor Plan and Elevations, prepared by Lalande & Doyle Architects, dated February 2024
- Landscape Plan and Tree Conservation Report, prepared by James B. Lennox and Associates Inc., dated March 2024
- Site Servicing Design Brief, prepared by Novatech, dated March 2024
- General Plan of Services, prepared by Novatech, dated May 2023
- Grading Plan, prepared by Novatech, dated May 2023
- Erosion and Sediment Control Plan, prepared by Novatech, dated May 2023
- Traffic Impact Assessment Addendum, prepared by Parsons, dated March 2024

The following plans and studies supported the original Site Plan Control Application and remain unchanged.

- Roadway Traffic Noise Assessment, prepared by Gradient Wind Engineers & Scientists, dated October 18, 2022
- Phase 1 Environmental Site Assessment, prepared by Pinchin Ltd., dated December 22, 2022
- Plan of Survey, Part of Lot 16, Registered Plan 353, dated November 15, 2007

2.0 SITE AND CONTEXT

The site is municipally addressed as 1545A Merivale Road and legally described as PART OF LOT 16 REGISTERED PLAN 353 PART OF LOT 34 CONCESSION A (RIDEAU FRONT) GEOGRAPHIC TOWNSHIP OF NEPEAN (the “site”) (Figure 2). The site is approximately 6,905 m² (0.69 ha) in area and is irregularly shaped. It is located at the rear of two other sites which front onto Merivale Road (1543 and 1545 Merivale Road). The site has a narrow front lot line approximately 4.7 metres in width, which provides access to the site from Merivale Road in conjunction with a right-of-way of equal width on the adjacent gas station site at 1543 Merivale Road. There is an existing one-storey building on the site which was constructed in the 1950s, and associated surface parking (Figure 3). The building is currently scheduled for demolition.

Figure 2: Surrounding Context for Site



The immediate surroundings of the site consist of other commercial uses:

- **West:** A gas station is located between the main portion of the Site and Merivale Road at 1543 Merivale Road (Figure 4). The drive aisle to access the Site from Merivale Road is partially located on this neighbouring property via a registered easement. A former restaurant building (currently vacant) and surface parking is located on the 1545 Merivale Road parcel.
- **East:** The rear lot line abuts a parcel which houses a curling club.
- **North:** The rear portion of the interior lot line of the Site abuts a 1-storey commercial plaza to the north; the front portion of the interior lot line abuts the gas station parcel. There is also a proposed low-rise apartment building northeast of the site at 56 Capilano Street (currently seeking a Zoning By-law Amendment).
- **South:** The rear portion of the interior lot line of the Site abuts Emerald Plaza, which has a 5-storey office building and low-rise commercial plaza.

Figure 3: View of existing building from access



Figure 4: View from front of site looking north on Merivale Road

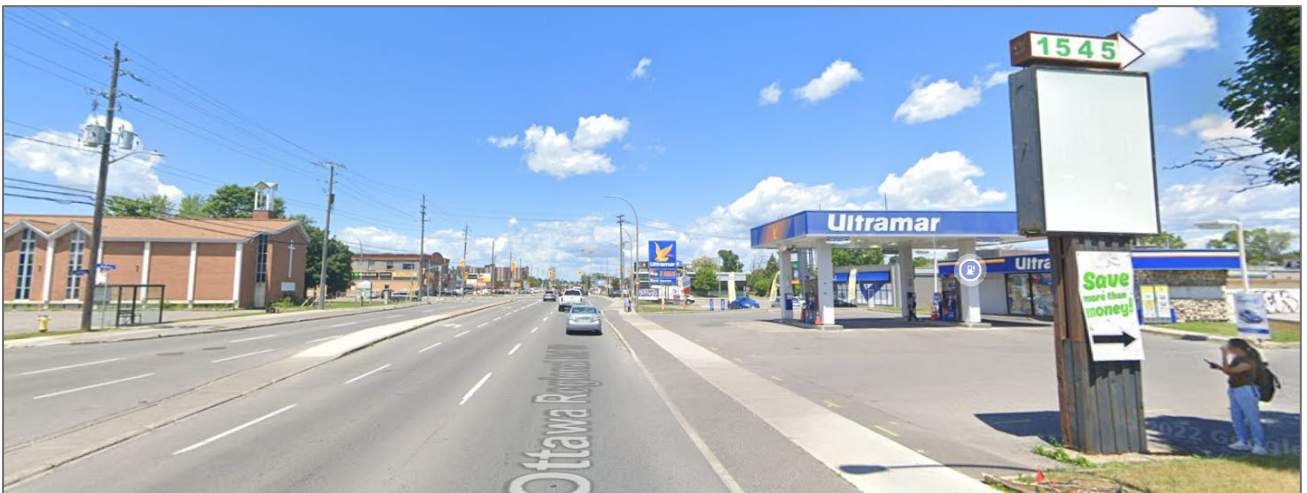


Figure 5: View looking southwest from existing building towards Merivale Road



3.0 DEVELOPMENT PROPOSAL

The proposed development seeks to enable construction of a new building on the site to be used as a medical imaging facility and provide services that including ultrasounds, x-rays, and mammograms. Site modifications associated with the proposed development are as follows.

- Demolition of the existing building (1,420m² GFA)
- Construction of a one-storey medical imaging building (2,566m² GFA) (provincial licensing requirements requires that the use be contained on a single floor)
- New surface parking lots providing 78 total parking spaces, including 54 standard spaces, 22 compact spaces, and 2 accessible spaces
- Installation of a 1.5-meter sidewalk to provide safe pedestrian access to the main building entrance from Merivale Road
- 10 new bicycle parking spaces at the front of the building
- Landscaping buffers surrounding the surface parking areas and elements interspersed throughout the parking lot and around the edges of the site, along with a landscaped outdoor amenity area for staff at the rear of the building
- Installation of on-site water, sanitary and storm infrastructure to service the new building

Site Development Statistics are provided in **Table 1** below.

Table 1. Site Development Statistics

Use	Proposed Development
Site Area	6,905 m ²
Gross Floor Area - Medical facility	2,566 m ²
Building Height	6.7m
Standard Vehicle Spaces	54
Compact Vehicle Spaces	22
Accessible Parking Spaces	2
Total Parking Spaces	78
Bicycle Parking Spaces	10

3.1 Site Plan and Landscape Plan

The Site Plan prepared by Lalande & Doyle Architects for the proposed development is shown in **Figure 6**. The Landscape Plan prepared by James B. Lennox and Associates Inc. is shown in **Figure 7**. A rendering of the front facade and building elevations for the development proposal, also prepared by Lalande & Doyle Architects, are shown in **Figure 8** and **Figure 9**. **Figure 10** illustrates the Ground Floor Plan with indoor bicycle parking spaces highlighted in yellow. A full-page Site Plan, Elevations, and Landscape Plan are included in the complete application package.

Figure 6: Development Proposal - Site Plan

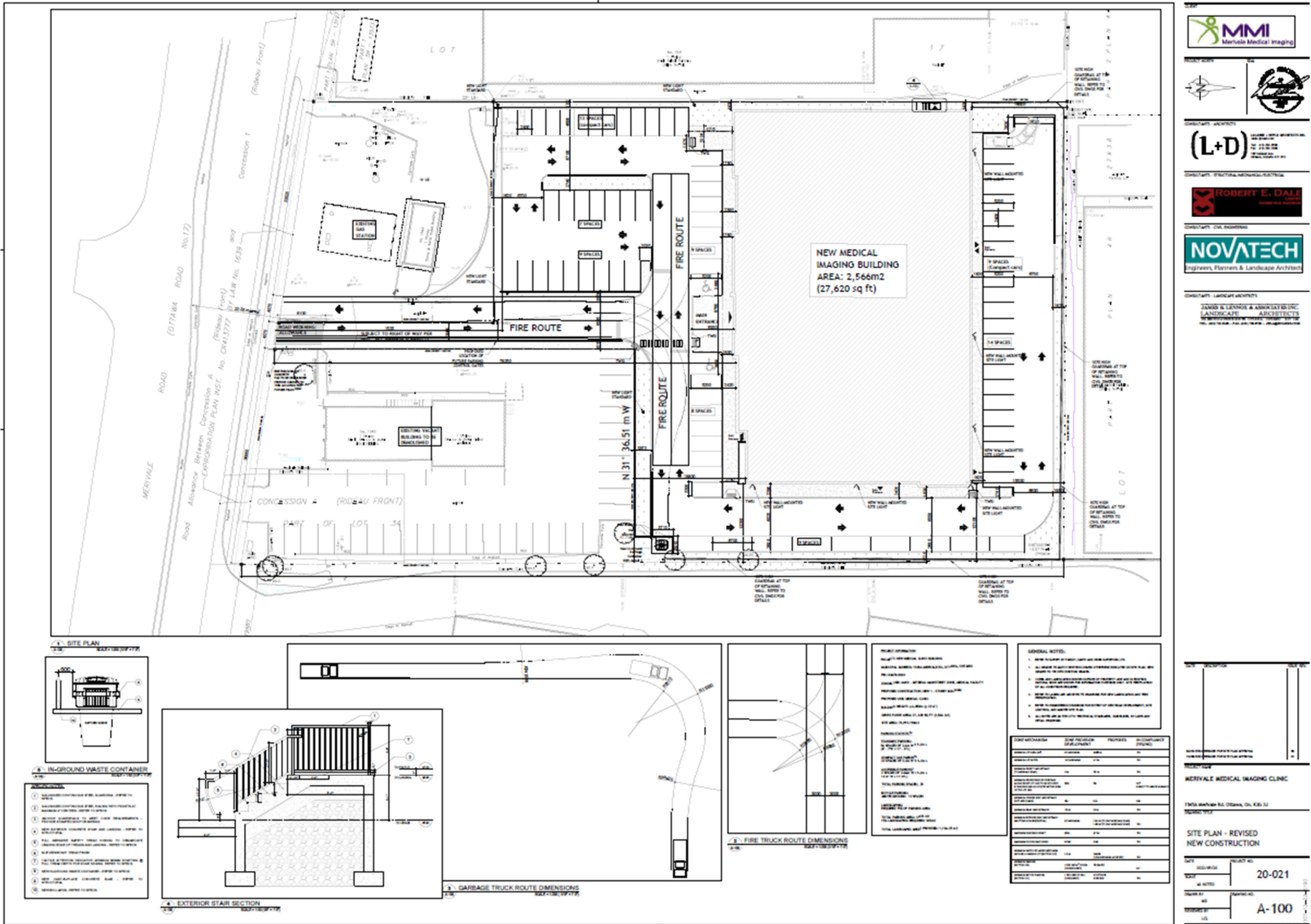


Figure 7: Development Proposal - Landscape Plan

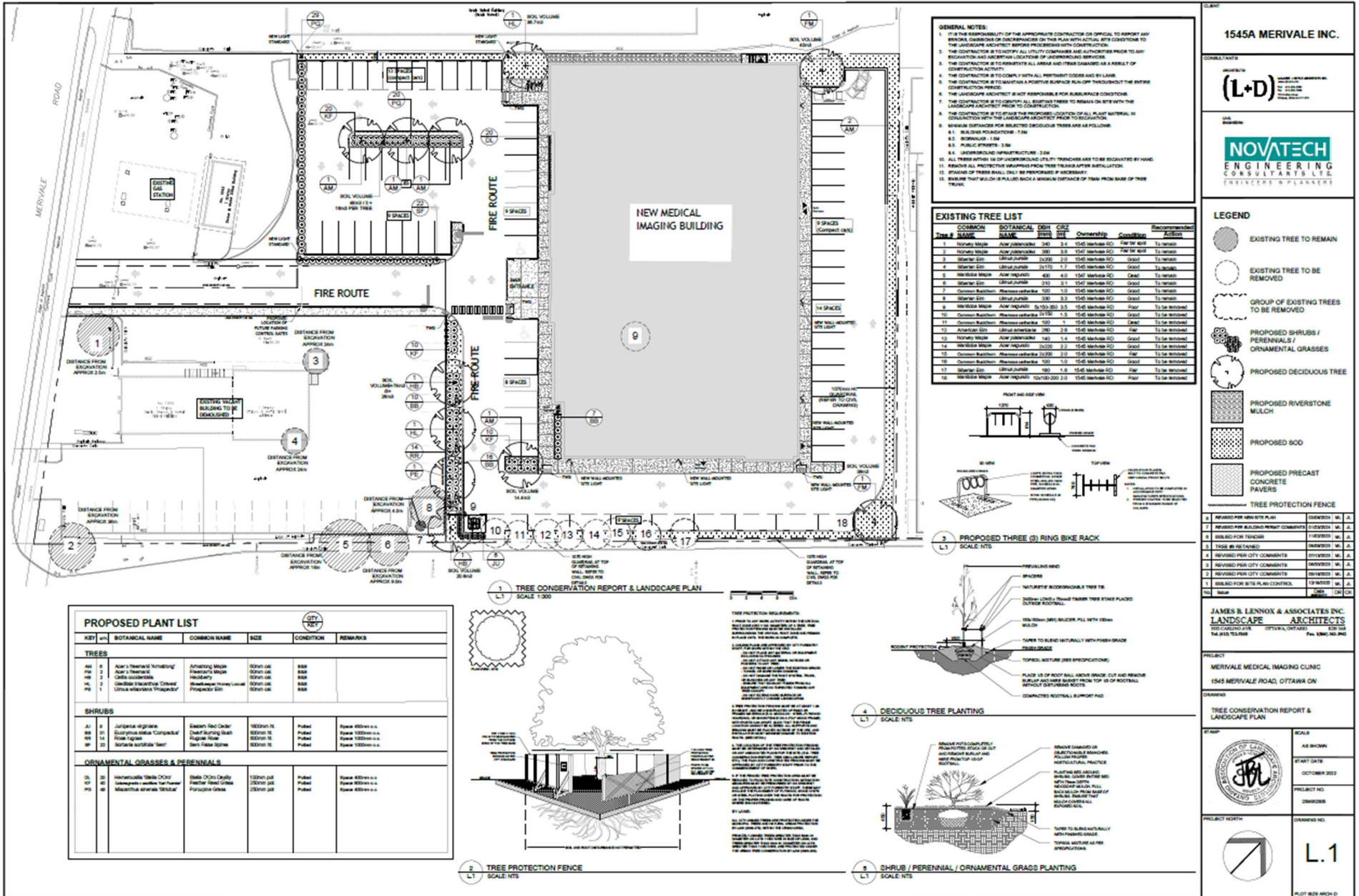


Figure 8. Rendering of Front Facade



Figure 9: Development Proposal - Building Elevations

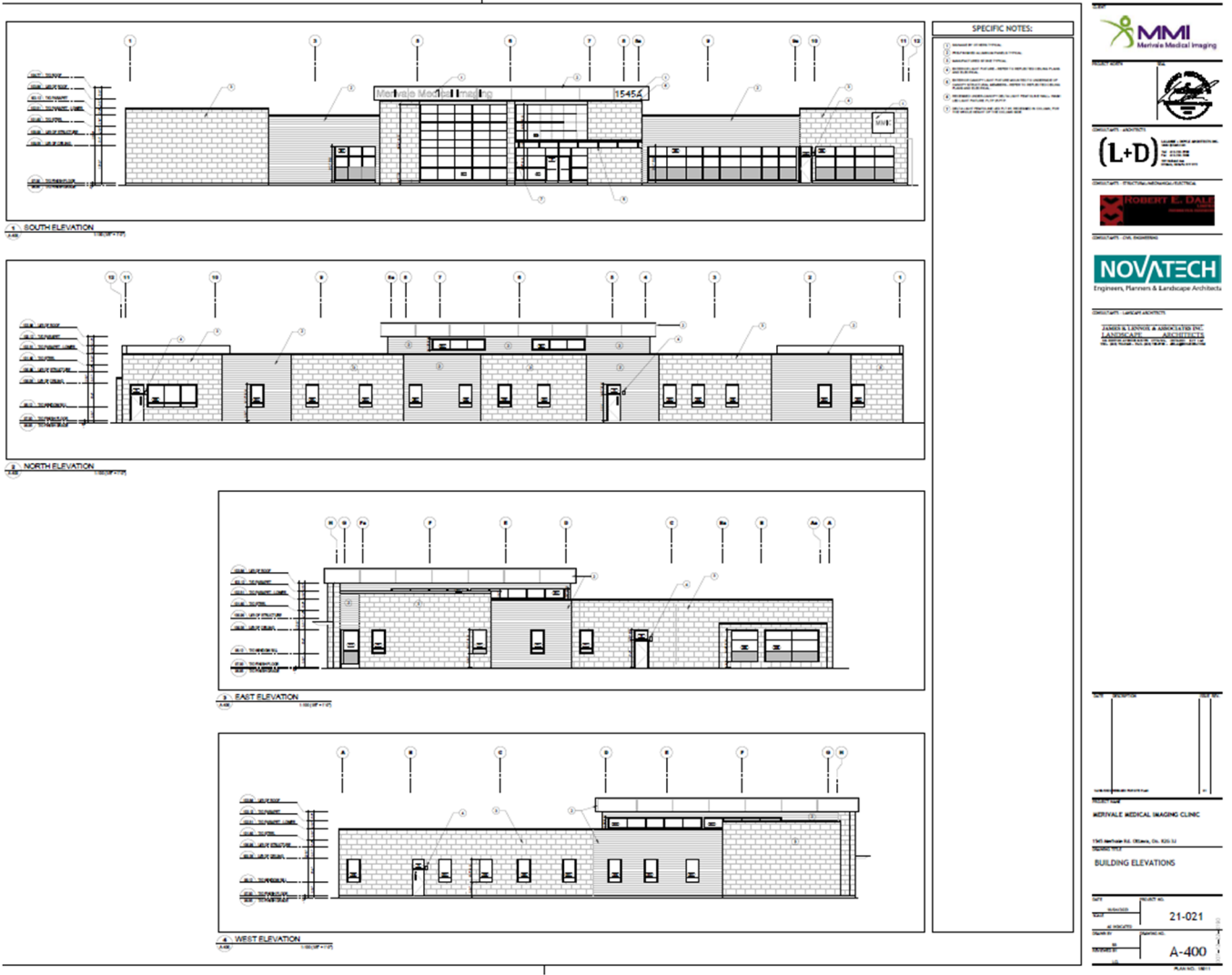
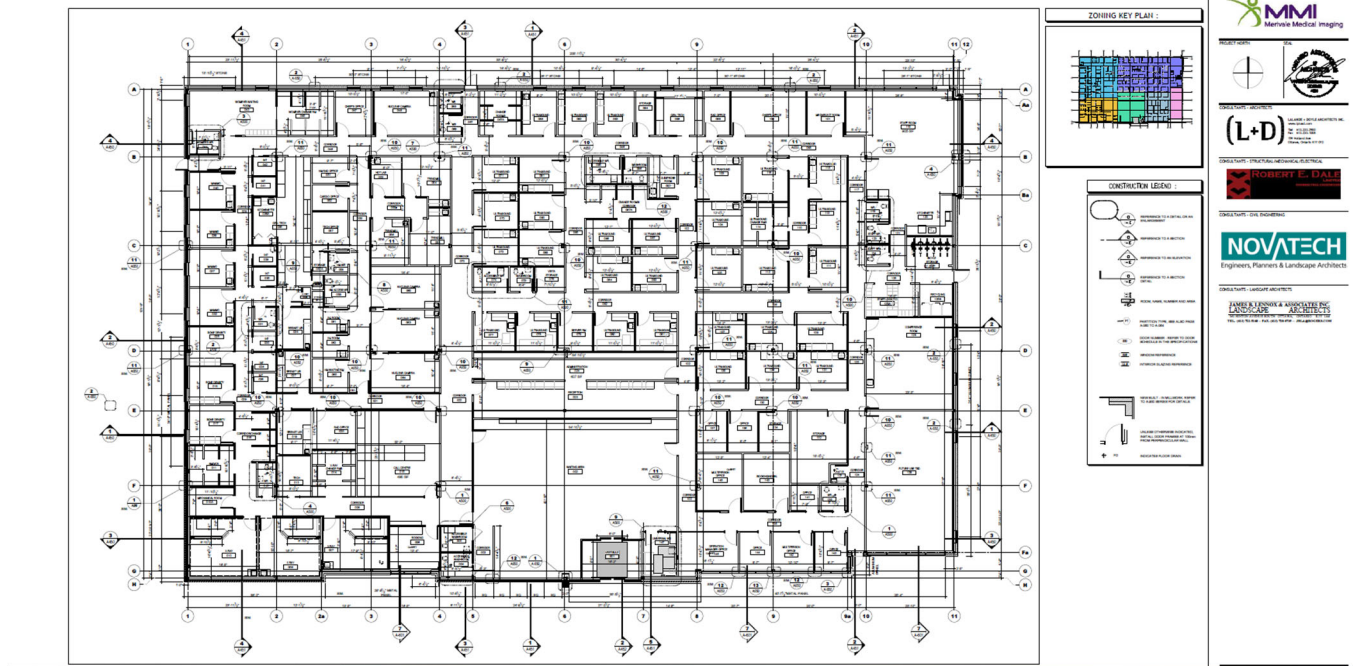


Figure 10: Ground Floor Plan



3.2 Requested Planning Approvals

A Minor Variance application is required to support the proposed development and to accommodate changes made to the Site Plan since the previous Minor Variance application. The proposed development requests relief from zoning provisions of the City of Ottawa Zoning By-law as outlined below.

- Variance from Table 101 of Section 101, permitting a reduced minimum total parking space requirement to be 78 spaces for medical facility uses in Area C of Schedule 1A where a rate of 4 spaces per 100m² of gross floor area is required (or 103 spaces total for this development).
- Variance from Table 110 of Section 110, permitting a reduced minimum landscaped buffer width of 1.2m for parking lots containing between 10 and 100 parking spaces where a width of 1.5m is required.
- Variance from Table 113A of Section 113, permitting the reduction of vehicle loading spaces for non-residential uses with a gross floor area between 2,000 and 4,999m² to 0, where 2 vehicle loading spaces are required.

A detailed zoning analysis of the proposed development is provided in **Section 4.3**. The proposed Minor Variance is further discussed in **Section 4.4**.

4.0 PLANNING RATIONALE

This Planning Rationale has been prepared to review the provincial and municipal land use planning policies that guide development on the site. It provides our professional land use planning opinion on compliance with applicable policy.

4.1 Provincial Policy Statement

The *Provincial Policy Statement* (PPS), issued under Section 3 of the *Planning Act* (revised 2020), provides policy direction on matters of Provincial interest and sets the rules for land use planning in Ontario. It includes policies on managing growth, using and managing natural resources, protecting the environment, and public health and safety.

The underlying principles of the PPS relate to the province’s long-term economic prosperity, environmental health and social well-being, which depend on the following:

- Promoting efficient development and land use patterns;
- Accommodating an appropriate range and mix of residential, employment, recreation and open space; and
- Avoiding development and land use patterns that may cause environmental or public health and safety concerns.

The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements.

Planning Response: The development proposal represents an efficient development pattern and is underpinned by broad principles of sustainability, by optimizing the use of land via intensification of an existing site. The development contributes to the ongoing success of an existing mix of various commercial uses along an arterial road in proximity to residential neighbourhoods. The site is located on a *Transit Priority Corridor* as identified in the City’s Official Plan, providing future visitors increased accessibility by transit and other sustainable modes, in alignment with the PPS objectives around energy conservation, air quality and climate change. The development will also make use of existing municipal services provided along Merivale Road without required upgrades to the municipal systems.

The supporting plans and studies demonstrate that the proposed development can be accommodated on the site without any anticipated impacts to the health and safety of the surrounding community or natural environment.

It is our opinion that the development proposal is consistent with the *Provincial Policy Statement*.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan (OP) (2022) provides goals, objectives and policies and outlines a comprehensive land use policy framework that guides the growth and development within the City to the year 2046. The OP is organized into 13 sections, with the applicable sections and relevant planning responses provided below.

Section 2.1 - The Big Policy Moves - The five broad policy directions of the OP are Growth Management; Mobility; Urban and Community Design; Climate, Energy and Public Health; and Economic Development. These themes are intended to be the foundation for Ottawa to become the most livable mid-sized city in North America over the next century. The proposed development is consistent with these broad policy directions. It will contribute to achieving *Big Policy Move 1* regarding intensification by supporting growth in an existing neighbourhood in the already built-up area of Ottawa. The proposed development is also linked to *Big Policy Move 5* regarding economic development, since it is an example of an existing successful business seeking a custom-built space to ensure on-going success of their operations.

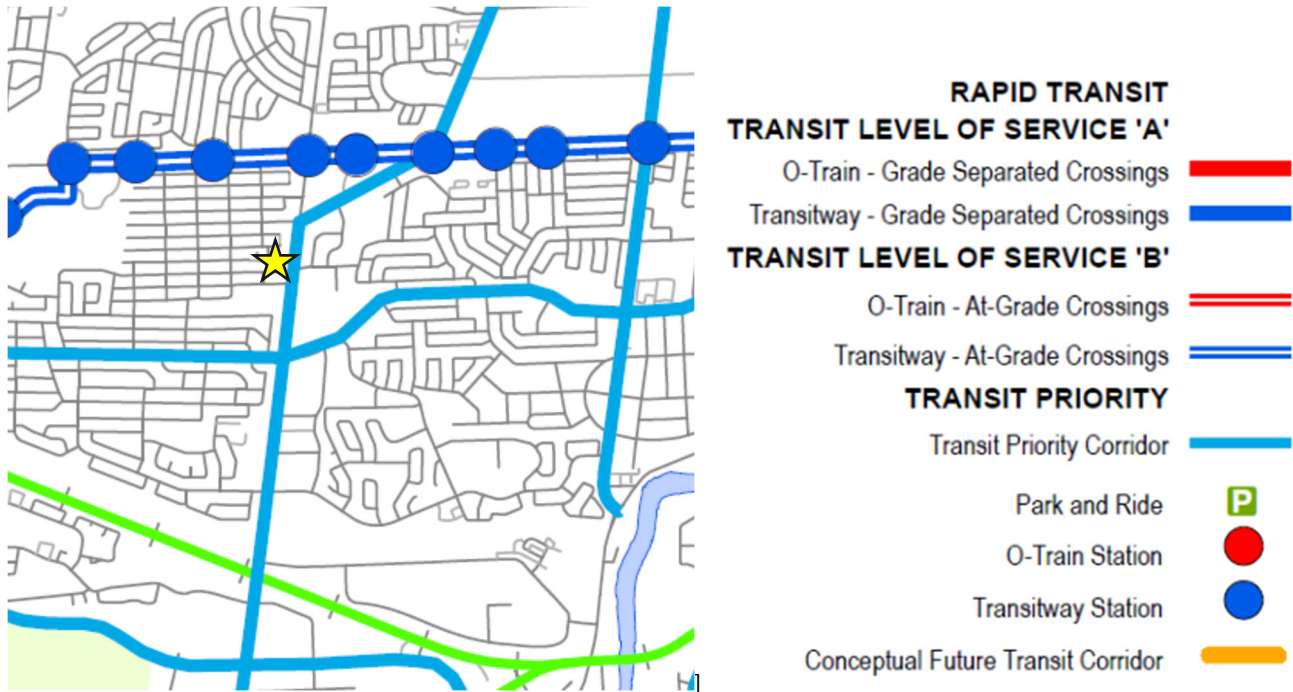
Section 2.2 - Cross-cutting Issues – Intensification and economic development are also identified as cross-cutting issues which are addressed and implemented throughout multiple sections of the OP. The definition of intensification includes the development of vacant and/or underutilized lots, and intensification includes ensuring that the various elements that make up a complete neighbourhood are keeping up with the increases in population. The proposed medical imaging facility will provide a valuable service in supporting the health of the surrounding community and the city as a whole.

Section 3 – Growth Management Framework – The proposed development is within the built-up urban area and could serve as an asset that can help support residential intensification in the surrounding neighbourhoods (S 3.2).

Section 4.1 – City-Wide Policies, Mobility – S 4.1.4 relates to support a shift towards sustainable modes of transportation. Merivale Road is designated as a *Corridor – Mainstreet* within a Design Priority Area per OP Schedule C7A, and as a *Transit Priority Corridor* per OP Schedule C2 (**Figure 11**). The City intends to minimize the total amount of land used for

parking and may permit the reduction or elimination of minimum parking rates in areas designated as *Hubs* and *Corridors* or areas within a 300m radius of a transit stop along a *Transit Priority Corridor*. Additionally, the OP permits significant parking reductions where active transportation facilities are provided. Although the proposed development provides fewer parking spaces than required by the Zoning By-law, access to the site will be bolstered by its proximity to transit stops along Merivale Road and additional active transportation facilities provided on-site.

Figure 11. Transit Network with Site location indicated, Official Plan, 2021, Schedule C2

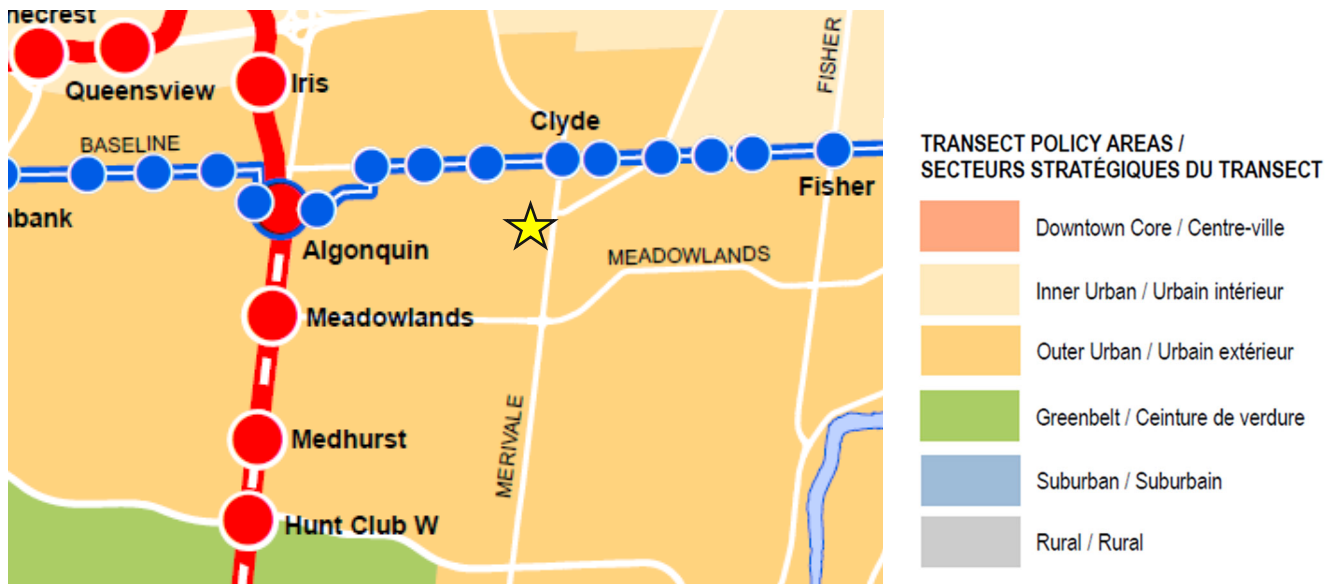


Section 4.6 – City-Wide Policies, Natural Heritage, Greenspace, and the Urban Forest – S 4.8.2 provides policies for trees in the urban forest, including trees on private and public property growing individually, in a group, or in a woodland. The OP establishes the goal of pursuing an urban forest canopy cover target of 40%. Development and intensification proposals are required to maintain the urban forest canopy and to preserve and provide suitable space for mature, healthy trees on private and public property. The existing condition of the site is almost entirely impervious surfaces. The proposed development includes landscaped areas throughout the parking lot and around the edges of the site to provide space for new trees. The variance to reduce the landscape area north of the front parking area, will provide additional area and soil volume within the parking lot island to support tree growth.

Section 4.7 – City-Wide Policies, Drinking Water, Wastewater and Stormwater Infrastructure – S 4.7.1.6 requires redevelopment applications to identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management. The proposed development includes on-site stormwater management to avoid impacts to surrounding properties.

Section 5.3 – Outer Urban Transect - The OP divides the City into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of the built environment. The Site is located within the *Outer Urban Transect* (Figure 12). The OP describes the *Outer Urban Transect* as being comprised of neighbourhoods which generally reflect the conventional suburban model, characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Goals, objectives, and policies to guide future development in the *Outer Urban Transect* and recognizing a suburban pattern of built form and site design while striving to evolve towards an urban, 15-minute model over the medium- and long-term. The proposed development accommodates the intention of the OP to move towards a 15-minute model by providing increased spaces that prioritize active transportation safety and convenience, such as bicycle parking and a well-defined pedestrian pathway from Merivale Road to the building entrance.

Figure 12. Location of Site on Official Plan (2021), Schedule A – Transect Policy Areas



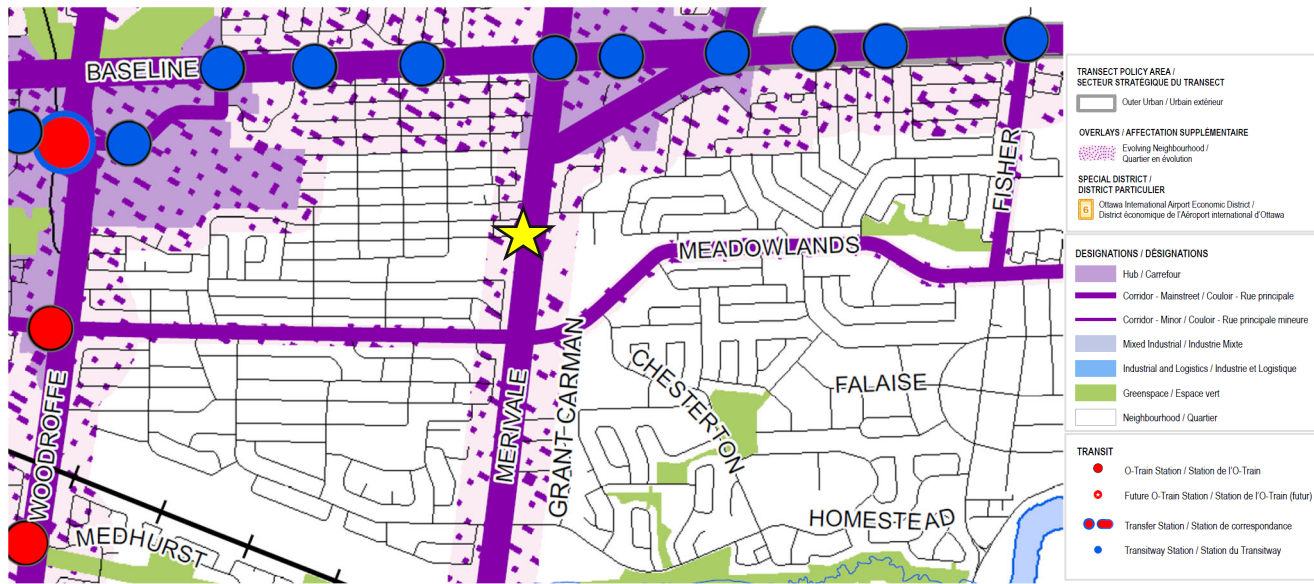
Section 5.6 – Overlays – Built form overlays are meant to provide direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. The site is subject to the *Evolving Neighbourhood* overlay (**Figure 13**), which signals a gradual evolution over time to support intensification. The proposed development would not structurally impede the achievement of a more urban community design for the adjacent parcels directly fronting Merivale Road (1543 and 1545) over time as minimum setbacks are provided and due to the irregularity of the lot the building has been set back to the rear of the property, allowing for infill of adjacent lots that have usable frontage along Merivale Road.

Section 6.2 – Corridors – As shown in **Figure 13**, Merivale Road is designated as a *Corridor – Mainstreet*. As noted in the plan, “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor...”(S 6.2.1.2)

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users.

The *Mainstreet Corridor* designation recognizes that the city’s corridors have a different context and policies that foster their development. The OP permits a mix of uses which supports residential uses and the evolution towards a 15-minute neighbourhood and permits residential-only and commercial-only buildings (S 6.2.2.2 a). The proposed commercial building provides direct pedestrian facilities from the street to the front door of the building and the provision for bicycle parking near the main entrance.

Figure 13. Location of Site on Official Plan (2022), Schedule B3 - Outer Urban Transect



Section 10.2 – Minimize incompatible land uses – The proposed development is not anticipated to have any noise or vibration impacts as concluded in the supporting studies which will be incompatible with adjacent land uses, and there is no greenspace in the vicinity of the development that will be impacted.

Planning Response: The proposed development represents intensification of a currently under-utilized and vacant building site in the built-up area of the City for a new medical imaging facility. This supports the City of Ottawa’s OP aim of encouraging 15-minute neighbourhoods containing a mix of uses which enable residents to shop, work, and fulfill a range of needs within their immediate community. Commercial-only buildings are permitted in the *Corridor – Mainstreet* designation. The proposed development is consistent with the cross-cutting strategic direction of economic development, as the proposed building construction is crucial for ensuring the ongoing commercial success of an existing business (Merivale Medical Imaging).

The *Corridor* designation supports the reduction of surface parking spaces over the provision of more sustainable modes of transit, walking and cycling. The site design has considered internal circulation for pedestrians and transit users through the provision of a separated sidewalk leading from Merivale Road to the main building entrance.

The supporting plans and studies show how the proposed development can be accommodated on the Site without impacts to the surrounding land uses and communities, having an overall positive impact on the economic success and health of the surrounding community.

It is our opinion that the development proposal is in general conformance with the Official Plan.

4.3 City of Ottawa Zoning By-law 2008-250 Consolidation

The City of Ottawa *Zoning By-law 2008-250 Consolidation* (as amended) establishes and regulates the use of land by implementing the policies of the City’s Official Plan into site-specific development performance standards. The Site is zoned Arterial Mainstreet, Subzone 10 (AM10) as illustrated in **Figure 14**. The proposed development is considered a Medical Facility and is permitted in the AM10 Zone.

Figure 14: City of Ottawa Comprehensive Zoning By-Law (2008, as amended) – Excerpt from GeoOttawa



The development standards that apply to the AM10 Zone as well as the general provisions for minimum vehicle and bicycle parking standards are outlined in **Table 2** below. The site is located within Area C on Schedule 1A as it relates to parking.

Table 2. Zoning Compliance Table, AM10

Zone Mechanism	Zone Provision	Proposed Development	In Compliance (Yes/No)
Minimum Lot Area (m ²)	No minimum	6,905 m ²	Yes
Minimum Lot Width	No minimum	4.7 m	Yes
Minimum Front Yard Setback (to Merivale Road)	0 m	78 m	Yes
Minimum percentage of frontage along front lot line to be occupied by building walls located within 3.0m of the lot line	50%	0%	Yes*
Minimum Rear Yard Setbacks	7.5 m	15 m	Yes
Minimum Interior Side Yard Setback (abutting non-residential)	No minimum	12.5 m (to 1547 Merivale Road) 1.69 m (to 1541 Merivale Road)	Yes
Maximum Building Height	30m	6.7 m	Yes
Maximum Floor Space Index	None	0.36	Yes
Minimum width of landscaped area around a parking lot (Section 110)	1.5 m	1.2 m (north property boundary only)	No
Minimum Parking (Section 101)	4 per 100 m ² of GFA (103 required)	78 spaces	No
Minimum Bicycle Parking (Section 111)	1 per 1,000 m ² of GFA (3 required)	12 spaces 6 outdoor/ 6 indoor	Yes
Minimum Number of Vehicle Loading Spaces (Section 113)	2	0	No

* A variance was previously granted for the deficiency in the minimum percentage of frontage along front lot line occupied by building walls located within 3.0m of the lot line

Planning Response: The objective of the Zoning By-law is to establish and regulate land use by implementing the policies of the City's Official Plan into site-specific development performance standards. The proposed Medical Facility is a permitted non-residential use within the Arterial Mainstreet 10 Zone and meets all of the general and site-specific performance standards of the zone save requirements for minimum width landscaped area around a portion of the parking area, minimum parking spaces, and minimum number of vehicle loading spaces.

The proposed development requires relief from the zone provisions listed above and is requesting variances to accommodate these zoning deficiencies. Rationale for the proposed variances is discussed in the following section.

It is our opinion that the development proposal meets the general purpose and intent of the Zoning By-law.

4.4 Minor Variances

The proposed development is seeking approval of the following variances to accommodate deficiencies for various zoning provisions:

- Variance from Table 101 of Section 101, permitting a reduced minimum total parking space requirement to be 78 spaces for medical facility uses in Area C of Schedule 1A where a rate of 4 spaces per 100m² of gross floor area (or 103 spaces total for this development) is required.
- Variance from Table 110 of Section 110, permitting a reduced minimum landscaped buffer width of 1.2m for parking lots containing between 10 and 100 parking spaces where a width of 1.5m is required.
- Variance from Table 113A of Section 113, permitting the provision of 0 vehicle loading spaces for non-residential uses with a gross floor area between 2,000 and 4,999m² where 2 vehicle loading spaces are required.

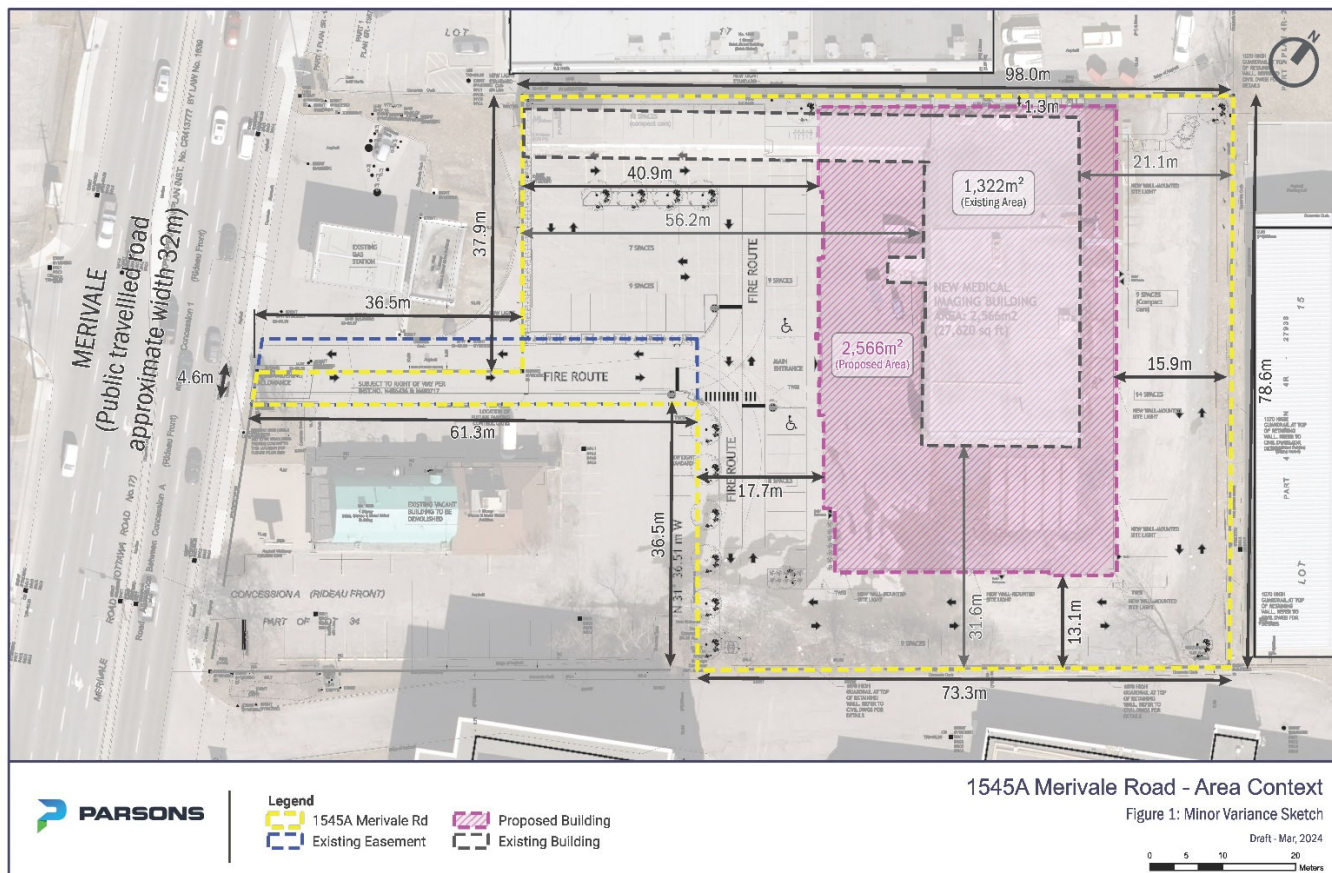
In support of a request for a Minor Variance to the Zoning By-law, a variance sketch as per O.Reg 200/96 is included below (**As prescribed** in Section 45 of the *Planning Act*, applications for minor variance seeking relief from terms of a Zoning By-law are required to demonstrate compliance with the four tests, which are:

- Is the application desirable for the appropriate development or use of the land, building, or structure?
- Is the application in keeping with the general intent and purpose of the Official Plan?
- Is the application in keeping with the general intent and purpose of the Zoning By-law?
- Is the application minor in nature?

An analysis demonstrating compliance with the four tests of the proposed variances is provided below.

). The sketch shows the subject site (1545A Merivale Road), setbacks to the lot lines for the existing and proposed buildings and indicates the location of an existing registered easement/right-of-way for the site access that it shares with the adjacent Gas Station site.

Figure 15. Minor Variance sketch, 1545A Merivale Road



As prescribed in Section 45 of the *Planning Act*, applications for minor variance seeking relief from terms of a Zoning By-law are required to demonstrate compliance with the four tests, which are:

- Is the application desirable for the appropriate development or use of the land, building, or structure?
- Is the application in keeping with the general intent and purpose of the Official Plan?
- Is the application in keeping with the general intent and purpose of the Zoning By-law?
- Is the application minor in nature?

An analysis demonstrating compliance with the four tests of the proposed variances is provided below.

Variance No. 1: Reduced Parking Requirement	
Is the application desirable for the appropriate development or use of the land, building, or structure?	The proposed parking requirement variance accommodates sufficient parking spaces on the property while meeting anticipated parking demand and maintaining proper circulation, opportunities for landscaping and functionality of the site. The proposed parking supply provides a suitable supply to meet the sites needs while the additional bicycle parking spaces provided and the site's proximity along the Merivale Road <i>Transit Priority Corridor</i> supports access to the site by active transportation and transit use and reduces the overall demand. On this basis, it is our opinion that the variance is considered desirable for the appropriate development and use of the land.
Is the application in keeping with the Official Plan?	The Official Plan provides goals, objectives, and policies that guide growth and physical land use within the City. The <i>Outer Urban Transect</i> outlines requirements for maintaining compatibility with surrounding neighbourhood areas and providing for active transportation and transit while acknowledging the car-dependent tendencies of these areas. Additionally, the OP supports the reduction of parking requirement minimums in <i>Corridor</i> designated areas, within 300m of a transit stops along a <i>Transit Priority Corridor</i> , and where active transportation facilities are provided in excess of zoning requirements. The proposed parking requirement variance supports the redevelopment of a commercial property within the urban boundary to provide new uses close to residential areas, supporting

	<p>the City concept of 15-minute neighbourhoods. The site location along a <i>Corridor</i> and <i>Transit Priority Corridor</i>, 95 metres from an existing stop, provides support for the reduction of parking requirement minimums. Additionally, the proposed development supports the City's goal of increasing sustainability by promoting active transportation and transit use through providing AT facilities for visitors to supplement the reduced parking supply.</p> <p>On this basis, it is our opinion that the variance is in keeping with the general purpose and intent of the Official Plan.</p>
<p>Is the application in keeping with the Zoning By-law?</p>	<p>The intent of the Zoning By-law is to act as an implementation tool to guide growth and development within the City of Ottawa in alignment with the Official Plan. The intent of the AM zone is to provide a range of uses while promoting intensification and development standards that maintains compatibility with the surrounding areas. The proposed development provides a permitted medical facility use in a low-rise built form that complements the existing built form of the area.</p> <p>The intent of minimum parking rate requirements is to ensure that an adequate number of parking spaces are provided to accommodate uses on a property and reduce potential traffic impacts on the surrounding areas. While the building is defined as a medical facility within the Zoning By-law a large portion of the building is used for administrative purposes that would be more typical of an office use with a reduced parking rate. As indicated in the TIA Addendum, with the provision of on-site indoor and outdoor bicycle parking spaces, a direct sidewalk connection to the municipal sidewalk along Merivale Road connecting to a transit stop approximately 95 metres from the Site, and the provision of additional transportation demand management strategies, the proposed number of parking spaces will adequately meet the site's needs and is not anticipated to negatively impact the functionality of the site or surrounding areas.</p> <p>On this basis, it is our opinion that the variances are in keeping with the general purpose and intent of the Zoning By-law.</p>
<p>Is the application minor in nature?</p>	<p>The proposed parking requirement variance seeks to accommodate a total of 78 parking spaces on the property which translates into a rate of 3.0 parking spaces/100 m², where 103 parking spaces are required through the Zoning By-law.</p> <p>The reduced number of parking spaces provided is not anticipated to negatively impact surrounding properties or the functionality of the site as the provided spaces will sufficiently accommodate the site's uses as described in the accompanying TIA. Future transportation demand of the site will be supported by the additional active transportation facilities provided and the site's location close to transit stops along a <i>Transit Priority Corridor</i>. As the on-site parking supply is sufficient to meet anticipated need, the proposed variance is not expected to result in impacts on adjacent properties by spillover parking.</p> <p>On this basis, it is our opinion that the variances can be considered minor in nature.</p>

Variance No. 2: Reduced Minimum Landscaped Buffer Width

<p>Is the application desirable for the appropriate development or use of the land, building, or structure?</p>	<p>A reduced parking lot landscaped buffer width has been proposed to permit a larger landscape island containing trees in the parking lot located in the northwest portion of the property. The increased space allocated to the landscape island will provide larger soil volumes and is anticipated to provide a larger overall benefit to accommodate trees on the site than providing a larger parking lot landscape buffer that is not sufficient in size to support trees. Additionally, the reduced buffer width is not anticipated to impact the neighbouring commercial property given that the reduced buffer is located along a low-traffic side of the neighbouring building which provides secondary service and employee access to the commercial units.</p> <p>On this basis, it is our opinion that the variance is considered desirable for the appropriate development and use of the land.</p>
<p>Is the application in keeping with the Official Plan?</p>	<p>The Official Plan provides goals, objectives, and policies that guide growth and physical land use within the City. The OP identifies Energy and Climate Change as a cross-cutting issue, with a key policy objective being to protect and enhance the tree canopy. The tree canopy includes urban forests located on private and public lands and the OP establishes the intention to pursue a 40% urban forest canopy cover target. Development is required to contribute to this target by maintaining the urban forest canopy through providing suitable space for healthy trees. The proposed variance aligns with the OP's intention to increase the urban forest canopy by allocating more space to areas on site (i.e. landscape island) that support the healthy growth of trees and provide shade within the parking area to also reduce the heat island effect.</p>

	<p>On this basis, it is our opinion that the variance is in keeping with the general purpose and intent of the Official Plan.</p>
<p>Is the application in keeping with the Zoning By-law?</p>	<p>The intent of the Zoning By-law is to act as an implementation tool to guide growth and development within the City of Ottawa in alignment with the Official Plan. The intent of the AM zone is to provide a range of uses while promoting development standards that maintains compatibility with the surrounding areas. The proposed development accommodates a permitted medical facility use.</p> <p>The intent of providing minimum widths for landscape buffers around parking lots is to ensure adequate space has been provided between neighbouring properties to eliminate potential conflicts between uses. The proposed development is not anticipated to negatively impact the neighbouring property and minimizes potential conflicts given that the reduced landscape buffer is located along the side of the building that provides secondary access to the building and commercial units. Additionally, the provided 1.2m wide landscape buffer is still anticipated to provide adequate buffering from the parking lot to the adjacent property. The proposal also does not reduce the requirement for a minimum of 15% of the parking area to be landscaped and provides greater than this minimum at 31%.</p> <p>On this basis, it is our opinion that the variances are in keeping with the general purpose and intent of the Zoning By-law.</p>
<p>Is the application minor in nature?</p>	<p>The proposed variance seeks to permit a landscape buffer around a parking lot with a width of 1.2m where 1.5m is required by the general provisions of the Zoning By-law. The reduced landscape buffer width is not anticipated to negatively impact the functionality of the site nor the uses on the adjacent property and the overall provision of landscaping within and around parking areas is exceeded. The proposed landscape buffer width will provide sufficient buffering to the limit potential conflicts between uses (i.e. will not provide opportunity for vehicular access between sites). Additionally, the reduced landscape buffer width is proposed to accommodate a larger landscape island within the parking area that provides a greater overall benefit by supporting the healthy growth of trees on site and reducing heat island effect.</p> <p>On this basis, it is our opinion that the variances can be considered minor in nature.</p>

Variance No. 3: Reduced Loading Space Requirement

<p>Is the application desirable for the appropriate development or use of the land, building, or structure?</p>	<p>The proposed development supports the development of a medical imaging facility on the property. Given the site constraints due to the irregular property boundary configuration, as well as the typical size and nature of shipments for medical imaging facilities, a reduction of the number of loading spaces provided on site is proposed.</p> <p>The irregular shape of the property presents challenges of locating potential loading areas in appropriate areas to limit impacts to adjacent properties. Additionally, deliveries for the proposed medical facility use typically consist of small medical supply shipments via courier vans, which do not warrant a dedicated loading space, particularly on such a constrained property and to the benefit of providing a sufficient number of vehicle parking spaces.</p> <p>On this basis, it is our opinion that the variance is considered desirable for the appropriate development and use of the land.</p>
<p>Is the application in keeping with the Official Plan?</p>	<p>The Official Plan provides goals, objectives, and policies that guide growth and physical land use within the City. The OP supports development within the City’s built-up urban areas that can help support residential intensification of surrounding neighbourhoods. Urban design policies in the OP direct developments to minimize conflicts between vehicles and pedestrians and provides considerations to reduce visual impacts of loading areas on the public realm.</p> <p>The proposed variance supports the development of an underutilized commercial property within an urban area of the city to provide a valuable use that supports the City’s progression towards sustainable, private-vehicle alternative modes of transportation. Deliveries to the site are provided via couriers which will efficiently circulate through the site using existing drive aisles. Highly visible pedestrian routes which will reduce potential impacts between vehicles and pedestrians on-site. The variances also reduces the potential visual impact of a loading area often associated with commercial sites.</p> <p>On this basis, it is our opinion that the variance is in keeping with the general purpose and intent of the Official Plan.</p>

<p>Is the application in keeping with the Zoning By-law?</p>	<p>The intent of the Zoning By-law is to act as an implementation tool to guide growth and development within the City of Ottawa in alignment with the Official Plan. The intent of providing a minimum number of vehicle loading spaces is to provide a designated space within a property to accommodate frequent deliveries of large shipments made by larger delivery vehicles to a facility without disrupting on-site circulation and limiting potential conflicts with pedestrians. It is anticipated that deliveries made to the proposed medical facility will consist of small medical supply packages made by courier vehicles. These courier vehicles will efficiently make use of drive-aisles which will limit any disruptions to site circulation and conflicts with pedestrians. As such, a designated loaded space area for delivery vehicles is not required for the successful and efficient operation of the proposed development.</p> <p>On this basis, it is our opinion that the variances are in keeping with the general purpose and intent of the Zoning By-law.</p>
<p>Is the application minor in nature?</p>	<p>The proposed variance seeks to permit a reduction in the number of vehicle loading spaces to 0 spaces where 2 spaces are currently required by the general provisions of the Zoning By-law. Given the small and infrequent nature of deliveries to the site made by courier vehicles that can be accommodated using drive aisles, it is not anticipated that the proposed reduction will impact the functionality of the site, traffic of the surrounding area, or introduce potential conflicts with pedestrians on-site.</p> <p>On this basis, it is our opinion that the variances can be considered minor in nature.</p>

5.0 CONCLUSION

This Planning Rationale has been prepared on behalf of 1545A Merivale Inc in support of a Minor Variance application for the property at 1545A Merivale Road in the City of Ottawa. The proposed Minor Variance application seeks to provide relief from minimum parking space, minimum landscape buffer width around a parking lot, and minimum vehicle loading space requirements to permit the development of a one-storey medical facility along Merivale Rd. Approval of the Minor Variance application is recommended on the following basis:

IT IS CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed development is consistent with the broad goals and objectives of the PPS through promoting the efficient use of existing commercial land within a settlement area with access to full municipal services to provide a diversified use in close proximity to residential areas. Supporting studies completed highlight measures taken by the proposed redevelopment to limit impacts to the surrounding properties, land uses, and the natural environment.

IT DEMONSTRATES COMPLIANCE WITH THE FOUR TESTS

The variances supporting the proposed development demonstrate compliance with the four tests set out in the *Planning Act*, in that they have been shown to be minor, desirable with the development, building, and use of land, and are in keeping with the City of Ottawa Zoning By-law and Official Plan.

On this basis, it is our professional planning opinion that approval of the proposed development will result in good land use planning.

It is our opinion that the implementation of the development proposal will result in good land use planning and recommend approval.

Respectfully Submitted,

Parsons Ottawa



Handwritten signature of Pamela Whyte in black ink.

Pamela Whyte, MCIP, RPP
Manager of Planning – Parsons Ottawa

Handwritten signature of Ivan Ho in black ink.

Ivan Ho, MPLAN
Planner – Parsons Ottawa

Appendix A: Pre-consultation Correspondence

From: Gorni, Colette <colette.gorni@ottawa.ca>
Sent: Tuesday, September 20, 2022 4:15 PM
To: Whyte, Pamela [NN-CA] <Pamela.Whyte@parsons.com>
Cc: Gorni, Colette <colette.gorni@ottawa.ca>
Subject: [EXTERNAL] RE: 1545A Merivale Road: Proposed Medical Imaging Building

Hi Pamela,

It was great chatting yesterday. Please see a summary of our discussion below for your reference.

- Staff are pleased to see that the required minimum rear yard setback is now provided, increased landscaping in the surface parking lot, pedestrian walkway from Merivale Road, introduction of underground parking, and the pedestrian sidewalk along the perimeter of the building.
- Although it is disappointing that the proposed building could not be brought to the Merivale frontage, staff understand that the subject site, 1545A Merivale Road, and the neighbouring site, 1545 Merivale Road (has significant Merivale frontage) are under separate ownership and are intended to be developed separately.
- An underground parking plan will be a submission requirement for the Site Plan

Control application – see updated list of required plans and studies.

- Please note that the minimum aisle width requirement is 6.7m, as per Section 107(c)(i) and Table 107 in the Zoning By-law. The provided site plan currently shows aisle widths of 6m.
- Please note that a 1.5m landscaped buffer must be provided between the perimeter of the parking lot and a lot line, as per Section 110(1) of the Zoning By-law. It appears that this requirement is not being met along the southern property line, and where the subject site abuts the gas station property.
- Ensure that pedestrian paths of travel comply with AODA standards. Consider increasing the width of the pedestrian pathway providing access to the facility from Merivale, and the sidewalk along the southern façade of the building.
- Consider shrinking the building size to accommodate the above-noted zoning requirements.
- As previously discussed, relief is required from Section 186(10)(b)(i) of the Zoning By-law, which requires that at least 50% of the frontage along the front lot line to be occupied building walls located within 3.0 metres for non-residential buildings. Relief can be obtained by way of Minor Zoning By-law Amendment or Minor Variance.
 - Should you wish to go the minor variance route, please consult with a Committee of Adjustment Planner before proceeding. The Committee of Adjustment Planner for this area of the City is siobhan.kelly@ottawa.ca.

Please let me know if you have any questions or concerns.

Regards,

Colette Gorni

Planner II | Urbaniste II

Development Review Central | Services d'examen demandes d'aménagements secteur centre

Planning, Real Estate and Economic Development Department

City of Ottawa | Ville d'Ottawa

613-580-2424, ext./poste 21239

Colette.Gorni@ottawa.ca



APPLICANT'S STUDY AND PLAN IDENTIFICATION LIST

Legend: **S** indicates that the study or plan is required with application submission.
A indicates that the study or plan may be required to satisfy a condition of approval/draft approval.

For information and guidance on preparing required studies and plans refer [here](#):

S/A	ENGINEERING		S/A
S	1. Site Servicing Plan	2. Site Servicing Study	S
S	3. Grade Control and Drainage Plan	4. Geotechnical Study / Slope Stability Study	
	5. Composite Utility Plan	6. Groundwater Impact Study	
	7. Servicing Options Report	8. Wellhead Protection Study	
S	9. Transportation Impact Assessment (TIA)	10. Erosion and Sediment Control Plan / Brief	S
S	11. Storm water Management Report / Brief	12. Hydro geological and Terrain Analysis	
	13. Hydraulic Water main Analysis	14. Noise Study	S
	15. Roadway Modification Functional Design	16. Confederation Line Proximity Study	

S/A	PLANNING / DESIGN / SURVEY		S/A
	17. Draft Plan of Subdivision	18. Plan Showing Layout of Parking Garage	S
	19. Draft Plan of Condominium	20. Planning Rationale	S
S	21. Site Plan	22. Minimum Distance Separation (MDS)	
	23. Concept Plan Showing Proposed Land Uses and Landscaping	24. Agrology and Soil Capability Study	
	25. Concept Plan Showing Ultimate Use of Land	26. Cultural Heritage Impact Statement	
S	27. Landscape Plan	28. Archaeological Resource Assessment Requirements: S (site plan) A (subdivision, condo)	
S	29. Survey Plan	30. Shadow Analysis	
S	31. Architectural Building Elevation Drawings (dimensioned)	32. Design Brief (may be included as part of the planning rationale)	S
	33. Wind Analysis		

S/A	ENVIRONMENTAL		S/A
S	34. Phase 1 Environmental Site Assessment	35. Impact Assessment of Adjacent Waste Disposal/Former Landfill Site	
S	36. Phase 2 Environmental Site Assessment (depends on the outcome of Phase 1)	37. Assessment of Landform Features	
	38. Record of Site Condition	39. Mineral Resource Impact Assessment	
S	40. Tree Conservation Report	41. Environmental Impact Statement / Impact Assessment of Endangered Species	
	42. Mine Hazard Study / Abandoned Pit or Quarry Study	43. Integrated Environmental Review (Draft, as part of Planning Rationale)	

S/A	ADDITIONAL REQUIREMENTS		S/A
S	44. Applicant's Public Consultation Strategy (may be provided as part of the Planning Rationale)	45. Site Lighting Plan	
A	46. Site Lighting Certification Letter	47.	

Meeting Date: September 19, 2022

Application Type: *Site Plan Control*

File Lead (Assigned Planner): Colette Gorni

Infrastructure Approvals Project Manager: Julie Candow

Site Address (Municipal Address): 1545 Merivale Rd

*Preliminary Assessment: 1 2 3 4 5

*One (1) indicates that considerable major revisions are required before a planning application is submitted, while five (5) suggests that proposal appears to meet the City's key land use policies and guidelines. **This assessment is purely advisory and does not consider technical aspects of the proposal or in any way guarantee application approval.**

It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, the Planning, Real Estate and Economic Development Department will notify you of outstanding material required within the required 30 day period. Mandatory pre-application consultation will not shorten the City's standard processing timelines, or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application. This list is valid for one year following the meeting date. If the application is not submitted within this timeframe the applicant must again pre-consult with the Planning, Real Estate and Economic Development Department.

Appendix B: Minor Variance Decision

Committee of Adjustment  Comité de dérogation

File No(s): D08-02-23/A-00120

VIA EMAIL: pamela.whyte@parsons.com

July 24, 2023

Dear Pamela Whyte:

Re: Committee of Adjustment Application – Panel 2 (Ward 9 – Knoxdale-Merivale) 1545A Merivale Inc., 1545A Merivale Road

As of **July 20, 2023**, there was no appeal filed against the **June 30, 2023**, Decision of the Committee of Adjustment regarding the above-noted application(s). The Committee's Decision is therefore final and binding.

Although your application has been approved, this Decision is not to be construed as satisfying all the requirements of Hydro Ottawa or of the Building Code for the issuance of a building permit.

Sincerely,



Michel Bellemare
Secretary-Treasurer

Committee of Adjustment	Comité de dérogation
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613-580-2436	613-580-2436