

<p>3. Zoning By-Law Amendment – 1642 Merivale Road</p> <p>Modification au Règlement de zonage – 1642, chemin Merivale</p>

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 1642 Merivale Road to permit a seven storey apartment building and a single-storey restaurant, as detailed in Document 3.

Recommandation du Comité

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant le 1642, chemin Merivale, afin de permettre la construction d'un immeuble résidentiel de sept étages et d'un restaurant de plain-pied, comme l'expose en détail le document 3.

For the Information of Council

The Committee approved the following motion:

Motion N^o PLC 2020-34/1

That the Committee Coordinator be directed to modify the 'ward councillor's comment' section of the report Zoning By-Law Amendment – 1642 Merivale Road, prior to Council's consideration of the report on January 27, 2021, to include written comments submitted by Councillor Chiarelli on December 11, 2020.

Pour la gouverne du Conseil

Le Comité a également approuvé la motion suivante:

Motion no PLC 2020-34/1

Que l'on demande à la coordonnatrice du Comité de modifier la section sur les commentaires du conseiller de quartier du rapport sur la modification du Règlement de zonage – 1642, chemin Merivale, avant que le Conseil n'examine le rapport le 27 janvier 2021, afin d'y intégrer les commentaires écrits soumis par le conseiller Chiarelli le

11 décembre 2020.

Documentation/Documentation

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 29, 2020 (ACS2020-PIE-PS-0108)

Rapport du Directeur par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 29 novembre 2020 (ACS2020-PIE-PS-0108)

2. Extract of draft Minutes, Planning Committee, December 11, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 11 décembre 2020

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
11 December 2020 / 11 décembre 2020**

**and Council
et au Conseil
27 January 2021 / 27 janvier 2021**

**Submitted on 29 November 2020
Soumis le 29 novembre 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
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demandes d'aménagement ouest
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Ward: COLLEGE (8) / COLLÈGE (8)

File Number: ACS2020-PIE-PS-0108

SUBJECT: Zoning By-law Amendment – 1642 Merivale Road

OBJET: Modification au Règlement de zonage – 1642, chemin Merivale

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1642 Merivale Road to permit a seven-storey apartment building and a single-storey restaurant, as detailed in Document 3.**

2. That Planning Committee approve the Consultation Details Section of this report to be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of 27 January 2021," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant le 1642, chemin Merivale, afin de permettre la construction d'un immeuble résidentiel de sept étages et d'un restaurant de plain-pied, comme l'expose en détail le document 3.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 janvier 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Planning staff recommend approval of this zoning by-law amendment for 1642 Merivale Road (the Merivale Mall site) which includes changes to a number of development standards in order to permit the construction of a new drive-through restaurant (Harvey's) at the north end of the site and the construction of a seven-storey apartment building at the south end of the subject site. Both buildings are proposed to be located within the existing surface parking area of the Merivale Mall, and the mall building is proposed to remain as part of this initial phase of development.

It should be noted that the applicant has also proposed the construction of a 12-storey mixed use building at the south end of the subject site and has requested relief from the

maximum height permissions for this building. This report will not be presenting a recommendation relating to required zoning amendments for the proposed 12-storey mixed use building. This exclusion is due to uncertainties relating to the applicability of certain policies within the Official Plan that relate to height permissions along Arterial Mainstreets. A separate report will be brought forward to address the recommended amendments for the proposed 12-storey building once the applicable policies have been confirmed.

The proposed amendments that relate to the drive-through restaurant (Harvey's) are as follows:

- Reduce the minimum height from two storeys to one storey and to permit a building with a minimum height of 5.1 metres
- Reduce the minimum percentage of clear glazing required on the front of the building which faces Merivale Road from 50 per cent to 32 per cent
- Remove the requirement for a screened enclosure for semi-underground refuse containers
- Permit a reduction to the amount of frontage along Merivale Road that must have a building wall within 3 metres of that frontage to 15 per cent
- Permit a reduction to the total number of queueing spaces for a drive-through from 11 to 10.

The proposed amendments that relate to the seven-storey apartment are as follows:

- Reduce the parking rate from 1.2 parking spaces per dwelling unit to one space per dwelling unit.
- Permit an increase to the maximum building setback to a corner side yard from 4.5 metres to 9 metres.

The proposal aligns with the applicable Official Plan policies including those which provide direction for development on Arterial Mainstreets, and those policies set out in the Merivale Road Secondary Plan. The requested relief to the development standards for the Harvey's restaurant and the relief required to the maximum setback to the front lot line for the seven-storey apartment building do not compromise this redevelopment project from meeting urban design goals for Arterial Mainstreets. The requested parking rate reduction to one parking space per unit is appropriate given the close

proximity of retail, service and commercial uses and the availability of good transit service in the vicinity of the subject site.

RÉSUMÉ

Le personnel chargé de l'aménagement recommande d'approuver cette modification au Règlement de zonage visant le 1642, chemin Merivale (emplacement du centre commercial Merivale), qui consiste notamment à apporter des changements à un certain nombre de normes d'aménagement afin de permettre la construction d'un restaurant avec service au volant (Harvey's) à l'extrémité nord de l'emplacement visé et la construction d'un immeuble résidentiel à l'extrémité sud de ce même emplacement. Ces deux bâtiments seraient construits sur l'aire de stationnement de surface du centre commercial Merivale, et l'édifice du centre commercial serait conservé dans le cadre de cette première phase d'aménagement.

Il convient de noter que le requérant a également proposé la construction d'un bâtiment polyvalent de 12 étages à l'extrémité sud de l'emplacement et a demandé une dispense des hauteurs maximales autorisées pour mener à bien ce projet. Aucune recommandation ne sera faite dans le présent rapport à l'égard des modifications de zonage requises pour la construction du bâtiment polyvalent de 12 étages. Cette exclusion s'explique par les incertitudes entourant l'applicabilité de certaines politiques du Plan officiel qui ont trait aux autorisations de hauteur le long des artères principales. Une fois confirmées les politiques applicables, un autre rapport sera présenté pour tenir compte des modifications recommandées au sujet du bâtiment polyvalent de 12 étages.

Les modifications proposées pour permettre la construction du restaurant avec service au volant (Harvey's) sont les suivantes :

- Faire passer de deux à un seul étage la hauteur minimale et permettre la construction d'un bâtiment d'une hauteur minimale de 5,1 mètres
- Réduire de 50 à 32 pour cent la proportion minimale de vitrage clair requise sur la façade du bâtiment qui donnera sur le chemin Merivale
- Supprimer l'exigence d'une aire dissimulée pour les conteneurs à déchets semi-enterrés
- Permettre une réduction à 15 pour cent de la longueur de façade le long du chemin Merivale sur laquelle un mur du bâtiment doit se trouver à moins de 3 mètres de cette voie de circulation

- Permettre une réduction de 11 à 10 du nombre total de places de file d'attente pour le service au volant

Les modifications proposées pour permettre la construction de l'immeuble résidentiel de sept étages sont les suivantes :

- Réduire de 1,2 à 1 par logement le taux de places de stationnement.
- Permettre une augmentation de 4,5 à 9 mètres du retrait de bâtiment maximal dans une cour latérale d'angle

La proposition est conforme aux politiques pertinentes du Plan officiel, notamment celles qui fournissent des orientations en matière d'aménagement le long d'artères principales et celles figurant dans le Plan secondaire du chemin Merivale. La dispense demandée aux normes d'aménagement du restaurant Harvey's et celle demandée pour le retrait maximal face à la ligne de lot avant de l'immeuble résidentiel de sept étages n'empêchent pas ce projet de réaménagement de satisfaire aux objectifs de design urbain pour les artères principales. La réduction à une place par logement du taux de stationnement est appropriée compte tenu de la proximité d'utilisations de vente au détail, de services et commerciales, et de la qualité du service de transport en commun aux alentours de l'emplacement visé.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1642 Merivale Road

Owner

First Capital, attn. Mona Poon

Applicant

Paul Black, Fotenn Consultants

Architect

Roderick Lahey and Associates

1642 Merivale Road

Description of site and surroundings

The site, which is often referred to as the Merivale Mall, is located at the northwest corner of Merivale Road and Viewmount Drive. The property is 6.5 hectares in size and rectangular in shape. There is approximately 420 metres of frontage along Merivale Road and 161 metres of frontage along Viewmount Drive. The site is the location of the Merivale Mall as well as a single-storey fast food restaurant with drive-through (Harvey's).

The site is surrounded by low-density residential to the west, a gas station and low-density residential to the south. To the east there is commercial retail uses as well as a retirement home, and commercial uses to the north.

Summary of requested Zoning By-law amendment proposal

The applicant envisions the redevelopment of this property happening in multiple phases over many years. The focus of this development proposal represents an initial phase of redevelopment, which includes keeping the mall building, relocating the Harvey's to the north end of the site, and constructing a new 12-storey mixed use building and seven-storey apartment building at the south end of the site.

This report is recommending approval of the amendments associated with the Harvey's relocation and the seven-storey apartment building. This report will not be presenting a recommendation relating to required zoning amendments for the 12-storey mixed use building. This exclusion is due to uncertainties relating to the applicability of certain policies within the Official Plan that relate to height permissions along Arterial Mainstreets. A separate report will be brought forward to address the recommended amendments for the proposed 12-storey building once the applicable policies have been confirmed.

In order to undertake the proposed Harvey's relocation the applicant is seeking changes to the minimum height requirements, the minimum clear glazing requirements, and the minimum amount of frontage that must be occupied by building wall within 3 metres of the frontage, which are set out in the Arterial Mainstreet, Subzone 10 (AM10) zoning designation. The applicant is also seeking relief to permit a minimum total of 10 vehicle

queueing spaces where 11 is currently required, and to permit semi-underground garbage containers to be located on site without requiring opaque screening of the garbage units.

Relating to the seven-storey apartment building, the applicant is seeking a reduction to the parking rate for the seven-storey apartment building such that one parking space per dwelling unit is required as opposed to the currently required 1.2 parking spaces per dwelling unit. Relief from the minimum setbacks along Viewmount Drive are also being proposed in order to address the irregular angle of the Viewmount property line

Staff are also proposing that a 1,085-square metre parcel at the southwest corner of the site be rezoned from AM10 to Open Space, Subzone 1 (O1) to allow for the future development of parkland at that location.

DISCUSSION

Public consultation

A public information session was held on Thursday, October 17, 2019 at the Merivale Mall. In addition, the applicant and owner met with two representatives of the Crestview-Meadowlands Community Association October 19, 2020.

The public information session was an initiative of the Ward Councillor's office, and with Rachel Hennessy, one of Councillor Chiarelli's staff, as the primary representative in attendance from his office. Owner representatives from First Capital were also present along with some members of their consulting team including their transportation engineer and their planner. Approximately 55 area residents were in attendance at the meeting. The primary concern that was voiced related to traffic, with a concern that the additional density on site would generate more traffic at an already very busy part of Merivale Road. Roadway safety was also voiced as a concern, with residents indicating that there have been a number of collisions at the Viewmount Drive and Merivale Road intersection.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designations

The property is designated Arterial Mainstreet in the Official Plan. The Official Plan encourages intensification along Mainstreets through the implementation of more compact forms of development, encouragement for a lively mix of uses and promotion of a pedestrian-friendly environment. These corridors are strategically located on the

current or future Rapid Transit and Transit Priority Network. Development is intended to occur on Arterial Mainstreets in a way that facilitates the gradual transition to a more urban pattern of land use. This means that, over time, more residential uses will be introduced, where appropriate, and these corridors are expected to see a gradual transition to more intensive forms of development. A mix of uses, including commercial, residential and institutional, are encouraged to be located together within buildings or on the same lot. Over time, parking lots between the building and the street could be redeveloped and built upon, allowing for the pedestrian environment to be improved. A building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk is encouraged.

The site is also within the area covered by the Merivale Road Secondary Plan and is designated as Merivale Road Mixed Use according to Schedule 1. The goal of this plan is to maintain and build upon the current economic vitality of the commercial sector, while introducing higher densities and residential uses within the corridor. This Secondary Plan includes general policies, which primarily relate to urban design issues along the Merivale Road corridor, within the pedestrian realm, and within the interface of the corridor with the existing residential communities.

Other applicable policies and guidelines

The City of Ottawa's Urban Design Guidelines for Development Along Arterial Mainstreets is also applicable to the review of the subject application. These guidelines have been created to foster compatible development that will contribute to the current and planned character of the street, promote a comfortable pedestrian environment, create attractive streetscapes, achieve high quality-built form, accommodate a broad range of uses and establish a strong street edge along Mainstreets.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-law amendment application was held on December 6, 2019.

The panel was successful in aiding in the implementation of a number of design changes, most of which relate to the 12-storey mixed use building which is not being

considered through this report. These successes will be highlighted when that report is brought forward for the 12-storey building. Relating to the amendments recommended within this report, the panel influenced the following:

- The panel recommended that the applicant consider the potential overall redevelopment plans for the site to ensure this initial phase would integrate properly into the overall plan. The applicant undertook an analysis of movement corridors, green space locations, and the creation of a 'guiding principles' document for the entire Merivale Mall site. These principles set out the high-level redevelopment intentions for the site (see Document 5).
- The panel recommended a large central park be included as part of the proposal to provide appropriate greening of the site and usable amenity space. This recommendation was not implemented, but it did result in a renewed focus on greening the site. The current proposal includes rezoning lands for a city park at the southwest quadrant of the property. Through the future Site Plan Control process, it is expected that landscape buffers and tree planting will also be used to create a sense of neighbourhood around the new residential buildings.

Planning rationale

The focus of this development proposal represents an initial phase of redevelopment, which includes keeping the mall building, relocating the Harvey's to the north end of the site, and constructing a new 12-storey mixed use building and seven-storey apartment building at the south end of the site. It should be noted, though, that a separate report will be brought forward which will relate to the zoning amendments required for the 12-storey mixed use building.

To ensure this initial phase represents development that could be appropriately integrated as the site continues to evolve into the future, the applicant was required to develop a set of redevelopment principles which are consistent with the City's guidelines and policies for redevelopment along Arterial Mainstreets. A document titled the Merivale Mall Redevelopment Guiding Principles was developed as part of this review process (see Document 5). Conceptual sketches showing potential internal roadway layout and the greenspace network were contemplated through this visioning process. It is intended that these principles not only guide this initial development stage, but also future stages of redevelopment. The vision for the site has been made clear through the development of this document, and staff have concluded that the

development proposed through this Zoning By-law amendment represents appropriate development within the given context which will fit within the long term vision for the site.

This Zoning By-law amendment application proposes that the majority of the site, which is subject to the proposed initial phase of redevelopment, be rezoned from Arterial Mainstreet, Subzone 10 (AM10) to Arterial Mainstreet, Subzone 10, with a special exception and a schedule (AM10 [XXXX] SXXX) in order to permit amendments to various development standards that are required to accommodate the applicant's proposal.

Relating specifically to the proposed fast food restaurant relocation, which is identified as Area A on the proposed schedule (See Document 2) the applicant is seeking relief from the two-storey minimum building height requirement set out in the AM10 zone. The applicant is proposing to construct a single storey building with a height of 5.1 metres, plus a parapet, which will vary in height (see Document 6). They are also seeking relief from the requirements relating to the amount of clear glazing required on the portion of the building which faces Merivale Road. Where there is a current requirement for 50 per cent clear glazing, they are requesting relief to permit a minimum of 32 per cent clear glazing (see Document 6).

Despite these requested amendments, the applicant has shown that the proposed Harvey's redevelopment, which is currently under site plan review, will provide a positive contribution to the Merivale Road public realm through: (a) the use of both clear glazing and spandrel glass on the visible frontages, (b) the location of an active entrance facing Merivale Road, (c) enhanced landscaping within the Merivale right of way adjacent to the proposed building, and (d) the addition of a dedicated pathway connection from the right of way to the building. The proposed building will have a positive impact on the pedestrian environment along Merivale Road, and the proposal is in line with the policy direction for Arterial Mainstreets and for development that is subject to the Merivale Road Secondary Plan. Staff therefore support the requested zoning relief.

The proposed Harvey's relocation also includes a reduction to the drive-through queueing from a total of 10 queueing spaces where 11 are currently required. This is supported by staff, as the 10 queueing spaces are adequate to serve the Harvey's use, and drive-through operations are located on site such that there will be no negative impacts on the surrounding roads.

Relating to the proposed seven-storey apartment building, the applicant is seeking a parking rate reduction from 1.2 spaces per dwelling unit to one space per dwelling unit. A rate of one space per dwelling unit is consistent with the minimum parking rate for a dwelling unit within a mixed-use building. The rationale for permitting a lower rate in a mixed-use building is that services and amenities are in close proximity, therefore reducing the need to rely on a car. As the seven-storey apartment building is immediately adjacent to the Merivale Mall, and is also served by the numerous other commercial, service and retail uses within close walking distance, a reduction in parking rate to one space per unit is supported by staff.

A 1,050-square-metre rectangular parcel at the southwest corner of the site is proposed to be rezoned from AM10 to Open Space (O1) in order to accommodate the future development of a city park, which will contribute to the greenspace and parkland in the area (see Document 1). The location and size of the future parkland was determined through consultation with the City Parks Planners. This parkland space has been included in the vision for the site as it redevelops overtime, yet the timing of park implementation is unknown at this time, as it will depend in part on when the applicant intends to move forward with their redevelopment plans for the site.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no expected rural implications.

COMMENTS BY THE WARD COUNCILLOR (amended per Motion n° PLC 2020-34/1)

Councillor Chiarelli is aware of the report recommendations and provided the following comments on December 11, 2020:

"This past summer, we hosted very well-attended public consultations on this issue. While residents realize that the Merivale Mall property must include new re-development, they had serious concerns about the following:

1) the height of the proposed building

Currently, the buildings at the Merivale Mall site range from 1 to 3 stories in height. The application will permit a seven storey apartment building which more than

doubles the current height. Also, the height contained in the application exceeds the maximum height arrived at through staff-led consultations over the past 4 years for Merivale Road. During that consultation, the public and business community objected to the seemingly ad hoc nature of development on Merivale Road. This seems like just one more of those to our residents.

2) increase in traffic

The applicant property is at the corner of Merivale Road and Viewmount Drive. It is well known that Merivale Road is very busy and many of its intersections are failing. Since Viewmount runs perpendicular to Merivale Road, it is often used as a cut-through to Woodroffe and, therefore, Viewmount Drive has a decades-old traffic problem. The people living in the mainly single family homes that front on Viewmount have to deal with the cut-through traffic, the high volume (including City busses) and speeding, all of which cause an abnormal number of vibration complaints every year. Residents feel that the application will exacerbate this problem at a time when the City is trying to solve it.

3) character of the neighbourhood

As previously mentioned, this is a primarily one- or two-storey single family home neighbourhood. A tall apartment building at this location would impinge on that character and the community fears it will also serve as a precedent, attracting other development outside the neighbourhood's character.

Apart from the public consultations, as Chair Harder mentioned, many corresponded with the committee to voice their concerns and give suggestions and many people spoke to me personally on the issue.

I will continue to work with the applicant to ensure that as many of the resident's concerns be addressed as possible."

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

This redevelopment includes creation of a new City asset that will need to be operated, maintained and renewed.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed development will be required to conform to the accessibility requirements of the Ontario Building Code. In addition, the owner has been made aware of their obligations as outlined in the City's Accessibility Design Standards, which will be implemented through Site Plan Control.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Economic Prosperity; Governance, Planning and Decision-Making

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-19-0052) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexities associated with the urban design and parks considerations for this file.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Zoning Schedule

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

Document 5 Merivale Mall Redevelopment Guiding Principles

Document 6 Drive-through Restaurant Site Plan and Elevations

Document 7 Site Plan Showing Seven-Storey Apartment Building and Parkland

CONCLUSION

The department supports the applicant's proposal. The proposed redevelopment represents the first stages of renewal on an underutilized site. The addition of residential uses is considered a positive evolution on a historically commercial corridor, and the proposal is consistent with the Official Plan policies for development along arterial main streets and with the Merivale Road Secondary Plan.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

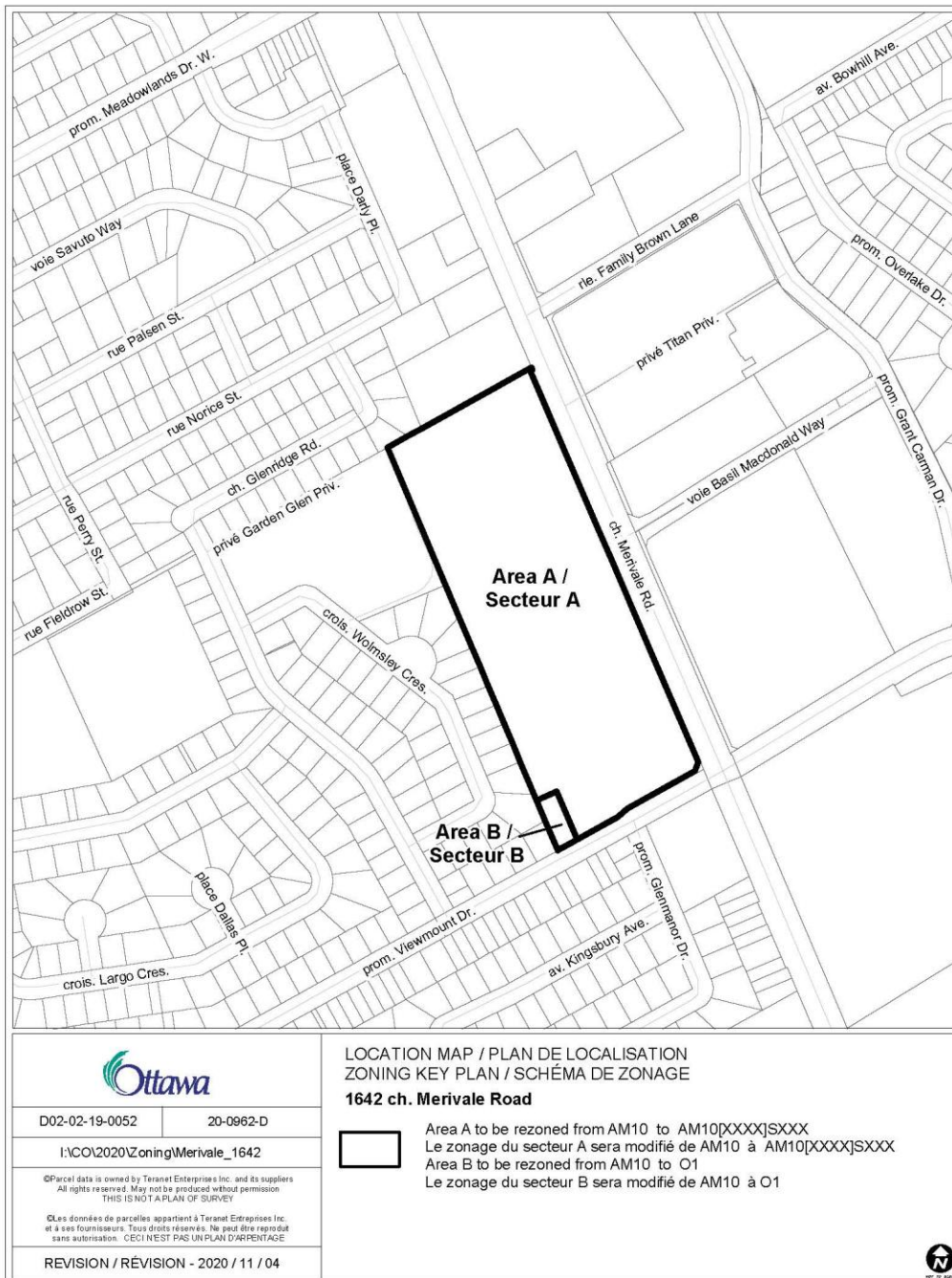
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

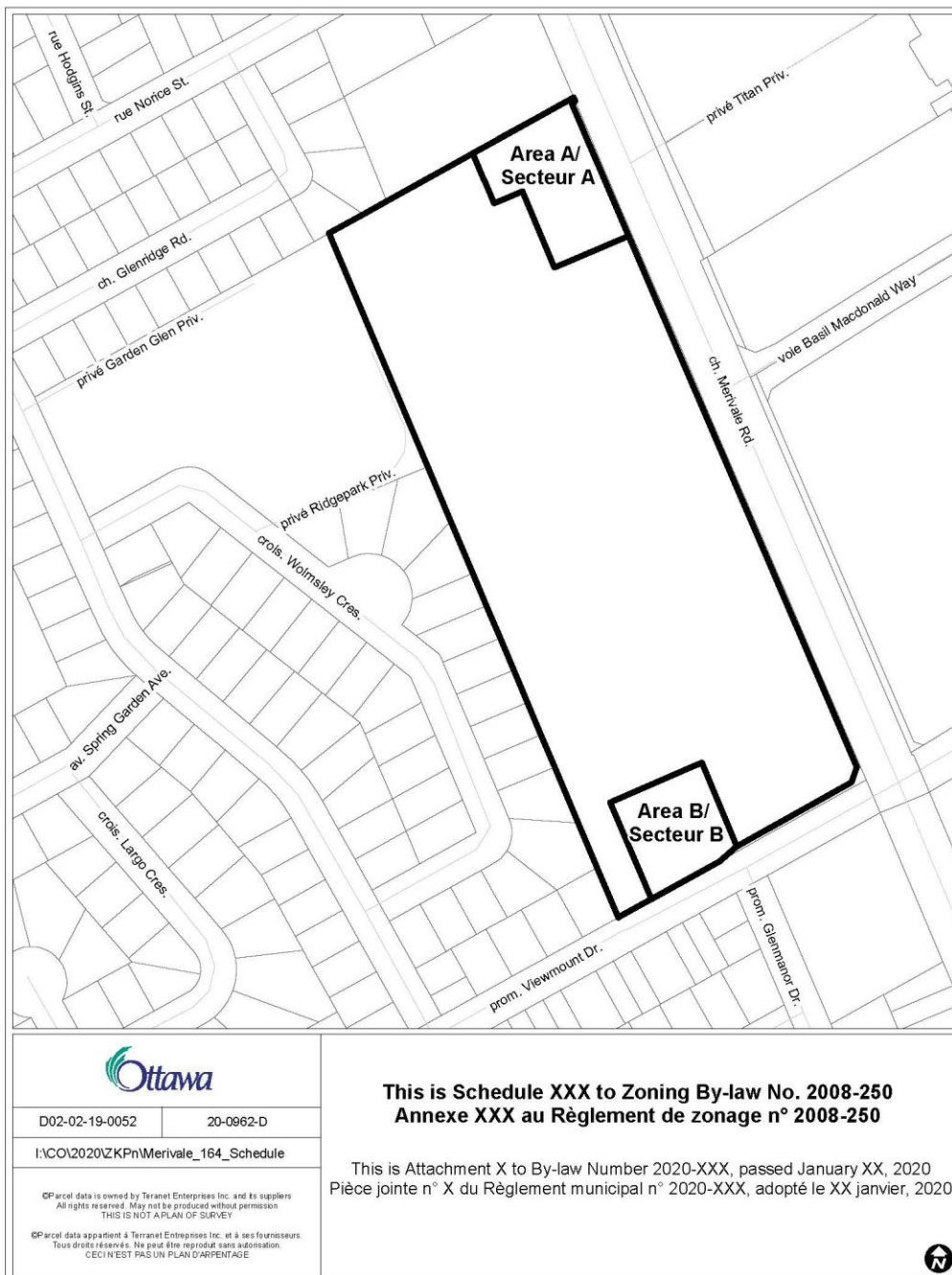
Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca).



Document 2 – Zoning Schedule



Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1642 Merivale Road:

1. Rezone the lands as shown in Document 1;
2. Add Schedule XXX, as shown in Document 2, to Part 17;
3. Add exception XXXX to Section 239, Urban Exceptions with provisions similar in effect to the following:
 - a) In column II, add the text, "AM10[XXXX] SXXX
 - b) In column V add the following text:
 - i) Within Area A on Schedule XXX:
 - A minimum of 15 per cent of the frontage of Area A must be occupied by building wall within 3 metres of the front lot line;
 - Minimum building height: 1 storey and 5.1 metres;
 - Minimum amount of transparent glazing on the ground floor façade of a building facing the public street, measured up to a height of 4.5 metres: 32 per cent;
 - Outdoor loading and semi-underground refuse collection area within a parking lot permitted without an opaque screen.;
 - Minimum total of 10 queueing spaces are required for a drive-through facility;
 - ii) Within Area B on Schedule XXX:
 - Minimum parking space rate for an apartment, mid-rise: 1 space per dwelling unit.
 - For residential use buildings, at least 50 per cent of the frontage along the side lot line abutting a street within Area B must be occupied by building walls located within 9 metres from the lot line.

Document 4 – Consultation Details

Notification and Consultation Process

A public consultation was held on Thursday, October 17, 2019 at the Merivale Mall.

The consultation was an initiative of the ward councillor's office, and with Rachel Hennessey, one of Councillor Chiarelli's staff as the primary representative in attendance from his office. Owner representatives from First Capital were also present along with some members of their consulting team including their transportation engineer and their planner. Approximately 55 area residents signed in at the meeting. The primary concern that was voiced related to traffic, with a concern that the additional density on site would generate more traffic at an already very busy part of Merivale Road. Roadway safety was also voiced as a concern, with residents indicating that there have been a number of collisions at the Viewmount Drive and Merivale Road intersection.

Public Comments and Responses

Comment:

The construction will be disruptive for area residents.

Response

Construction is a temporary nuisance which the city seeks to mitigate through measures such as the noise by-law and site plan control conditions in order to minimize the negative impacts it might have on those who live or work in the surrounding area.

Comment:

The proposed new buildings will create more noise generally by adding more people and cars to the area.

Response:

Merivale Road is one of the City's Arterial Mainstreets, and as such, the City's policies direct higher intensity development to these corridors. The intended result is more vibrant streets that are places for people. All businesses and activities that take place as part of the proposed redevelopment will need to abide by the City of Ottawa Noise By-laws.

Comment:

There is a concern about how the garbage for the new buildings will be dealt with, as there is a concern that smells will impact the surrounding areas.

Response:

Considerations such as garbage storage are dealt with at the site plan control stage. Garbage is either typically kept internal to a building, or outdoors either within a screened enclosure. The Zoning By-law sets out minimum setbacks to lot lines for refuse areas.

Comment:

There is a concern that blasting will crack the foundations and cause property damage for those buildings in the vicinity of the Merivale Mall site.

Response:

If blasting is required to excavate for the underground parking, it will be identified within a geotechnical report through the site plan review process. If blasting is possible, the City will include conditions of approval that identify the provincial regulations that must be followed in order to undertake blasting.

Comment:

There is a concern with the amount of existing traffic on Viewmount Drive adjacent to this site, as well as the location of the OC Transpo bus stop on Viewmount Drive, and the site access. There is concern that this development will exacerbate these existing problems.

Response:

There is an acknowledgement that this portion of Viewmount Drive near Merivale Road is a busy section of roadway, yet the site generated vehicle trips are not expected to significantly impact the existing intersections on Merivale Road and Viewmount Drive.

Comment:

The snow for the mall is currently stored in the parking lot where the new buildings are proposed. How will snow removal be dealt with?

Response:

Through the Site Plan Control process, the applicant will need to identify a location on site to store snow. If the snow storage areas are limited, the owner will need to have the snow removed from the site periodically through the winter. This is a common practice on more intensively developed sites.

Comment:

The extra accesses proposed along Merivale Road do not seem necessary and make it harder for pedestrians to navigate.

Response:

The additional accesses proposed are right in only, with all vehicles leaving the site being required to use either the signalized access at Family Brown or the access onto Viewmount Drive. More detailed analysis of the proposed accesses will be undertaken through the Site Plan Control process.

Comment:

There is concern that the added traffic will create an added safety risk for the adjacent high school students, as well as the general population, walking within the area.

Response:

Safety concerns at the adjacent intersections, as well as signal timing will be reviewed as part of the Site Plan Control application.

Comment:

The existing bus stop location on Viewmount Drive in the westbound lane blocks traffic and creates congestion in an already busy stretch of roadway. A bus layby should be considered to allow traffic to keep flowing while the bus is at the stop.

Response:

At the site plan stage, OC Transpo will be circulated the proposal. OC Transpo does not tend to implement laybys, as they create challenges when busses must re-enter traffic. Opportunities will be reviewed at the site plan stage in order to improve traffic flows at the Merivale Road and Viewmount Drive intersection.

Comment:

Schools in the area are at capacity and can't accommodate a larger population in the catchment areas.

Response:

All school boards were circulated on the Zoning By-law amendment application and will be circulated again when a site plan application is submitted. Decisions on whether to approve intensification in an area is not based on whether there is school capacity. Instead, the school boards are kept apprised of new development in order to adapt to changing populations and demographics.

Comment:

There are not enough local parks to accommodate a population increase in this area.

Response:

City parks planners have been involved in the review of this Zoning By-law amendment. The staff recommendation includes rezoning a 1,030-square metre parcel of land at the southwest quadrant of the site to Open Space in anticipation for the future development of a new parkette.

Comment:

The redevelopment will impact privacy of the adjacent homes.

Response:

The AM10 zoning includes very deliberate height step-downs as you move away from the arterial road (Merivale Road) and towards the immediately adjacent stable residential neighbourhood to the west. The proposed seven-storey building is set back more than 23 metres from the property line shared with the adjacent low-rise residential uses, which is considered a generous buffer and adequate transition.

Comment:

There is concern that the sanitary sewer system that serves the neighbourhood is overburdened and cannot accommodate the additional flows that will be generated by this development.

Response:

This Zoning By-law amendment review required the applicant to provide a Serviceability Study for the property, which provides analysis and conclusion that the proposed development can be accommodated using existing infrastructure. Once a Site Plan Control application is submitted, a more detailed site servicing study will be required which will provide a detailed analysis of the sanitary services.

Comment:

Property values will decrease as a result of this development going in.

Response:

There is no known correlation between redevelopment and property values on adjacent lots.

Document 5 – Merivale Mall Redevelopment Guiding Principles

Merivale Mall Redevelopment

Guiding Principles

1.1 Preamble

Merivale Mall is a large 6.5-hectare shopping centre located at the intersection of the Merivale Road Arterial Mainstreet and Viewmount Drive, a collector road.

Merivale Mall functions as an important local commercial hub for the surrounding residential neighbourhoods and contains critical commercial amenities including a large food retail store, a pharmacy, bank branch offices, retail stores, restaurants and service commercial uses. At the same time, the mall's built-form does not reflect the City of Ottawa's policy directions for Arterial Mainstreets and transit-oriented development, due to large building setbacks from the street, substantial front and corner side yard surface parking and overall low site densities.

The redevelopment of Merivale Mall into an active, transit-supportive and mixed-use community represents an important opportunity to achieve the objectives of the City of Ottawa with regards to intensification, 15-minute communities, and transit-oriented development.

The first stages of development, which are the subject of active development applications, primarily impact the south end of the site and are compatible with the ongoing operation of the mall in its current form. Development of the remainder of the site is envisioned for the future. However, the form of future phases of redevelopment will be shaped by many forces, many of which are hard to predict. These include but are not limited to the changing retail landscape, the timing and scale of the City's investment in transit improvements along Merivale Road, residential market trends and the directions identified in the City of Ottawa's forthcoming new Official Plan.

Instead of a traditional "Master Plan", the following Guiding Principles will be used to guide and evaluate future development proposals to redevelop part of or all of the remainder of the site.

1.2 Vision

The redevelopment of Merivale Mall will play an important role in establishing a context for the redevelopment of the Merivale Road corridor over time. A series of buildings will

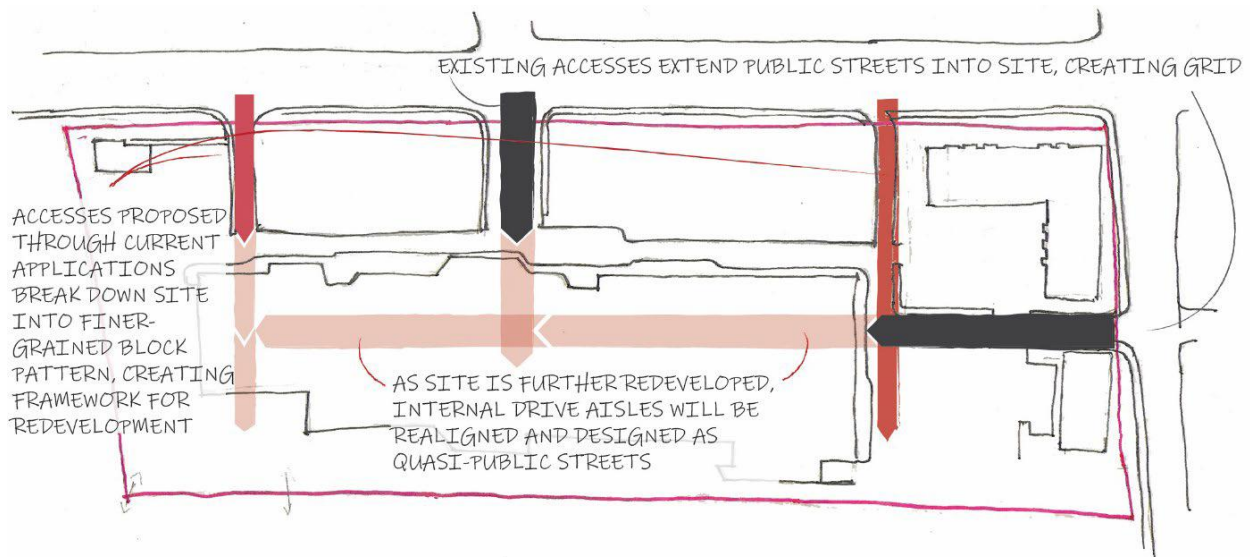
frame Merivale Road supporting an active streetscape through active at-grade uses and buildings will be set back to prioritize a generous and comfortable pedestrian boulevard, including street trees, seating, and landscaping. A six to nine-storey podium along Merivale Road will ensure a human-scaled streetwall. Stepping back from Merivale Road, mid-rise or low-rise buildings will transition from the height along Merivale Road to the adjacent residential neighbourhoods.

Maintaining some community-serving retail components on the site will ensure that both new and old residents continue to be able to meet their day-to-day needs in proximity to where they live. New retail uses along Merivale Road will support the creation of a mixed-use redevelopment.

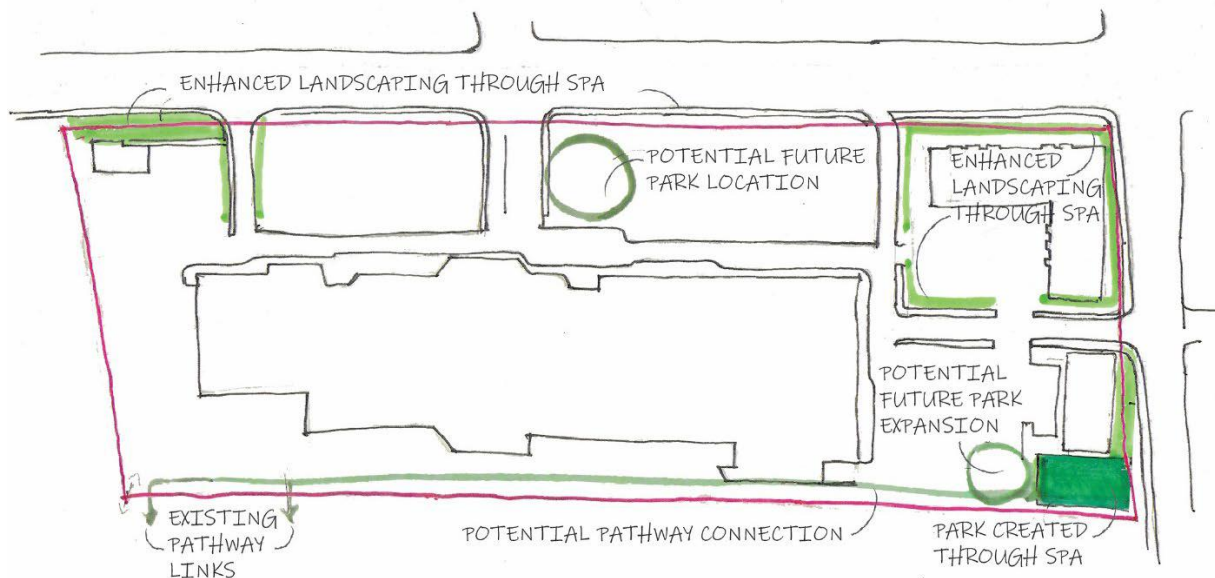
Internal to the site, a balanced approach to building design and site planning ensures an animated public realm. A mix of open spaces, including a neighbourhood park in the southwest corner of the site, publicly accessible open spaces, and residential amenity spaces are complemented by active building frontages. The character of internal streets will be enhanced through landscaping and on-street parking, while internal surface parking areas will be landscaped to break up larger areas of asphalt.

1.3 Guiding Principles

1. The redevelopment of the Merivale Mall lands will require that the Merivale Road frontage contains active uses fronting the entirety of the Merivale Road Arterial Mainstreet corridor. The interior of the site may contain active frontage retail uses that extend the main street atmosphere into the site without detracting from the Merivale Road frontage as the dominant frontage that connects the site to the rest of the corridor.
2. Encourage a range of land uses to ensure that new and existing residents can continue to meet their day-to-day needs in proximity to their homes.
3. Ensure future development integrates with the adjacent low-rise residential neighbourhood functionally while providing built form transition. Frame Merivale Road with the greatest building heights and use mid-rise or low-rise buildings to transition into the adjacent community.
4. Ensure direct, convenient, safe, attractive walking and cycling connections within the Merivale Mall lands, both internal to the site and to the surrounding community.
5. As development progresses, extend the drive-aisles from the public right of way into the site to form a grid-based pattern of quasi-public streets.



6. Encourage place-making through the provision of privately-owned public spaces (POPS) and amenity areas throughout the site's development phases to complement the public parkland. Consolidate parkland dedications across phases and maximize their impact by coordinating with POPS and amenity areas, where feasible. Connect the parkland and POPS with landscaped walkways, to form a coherent pattern of parks.



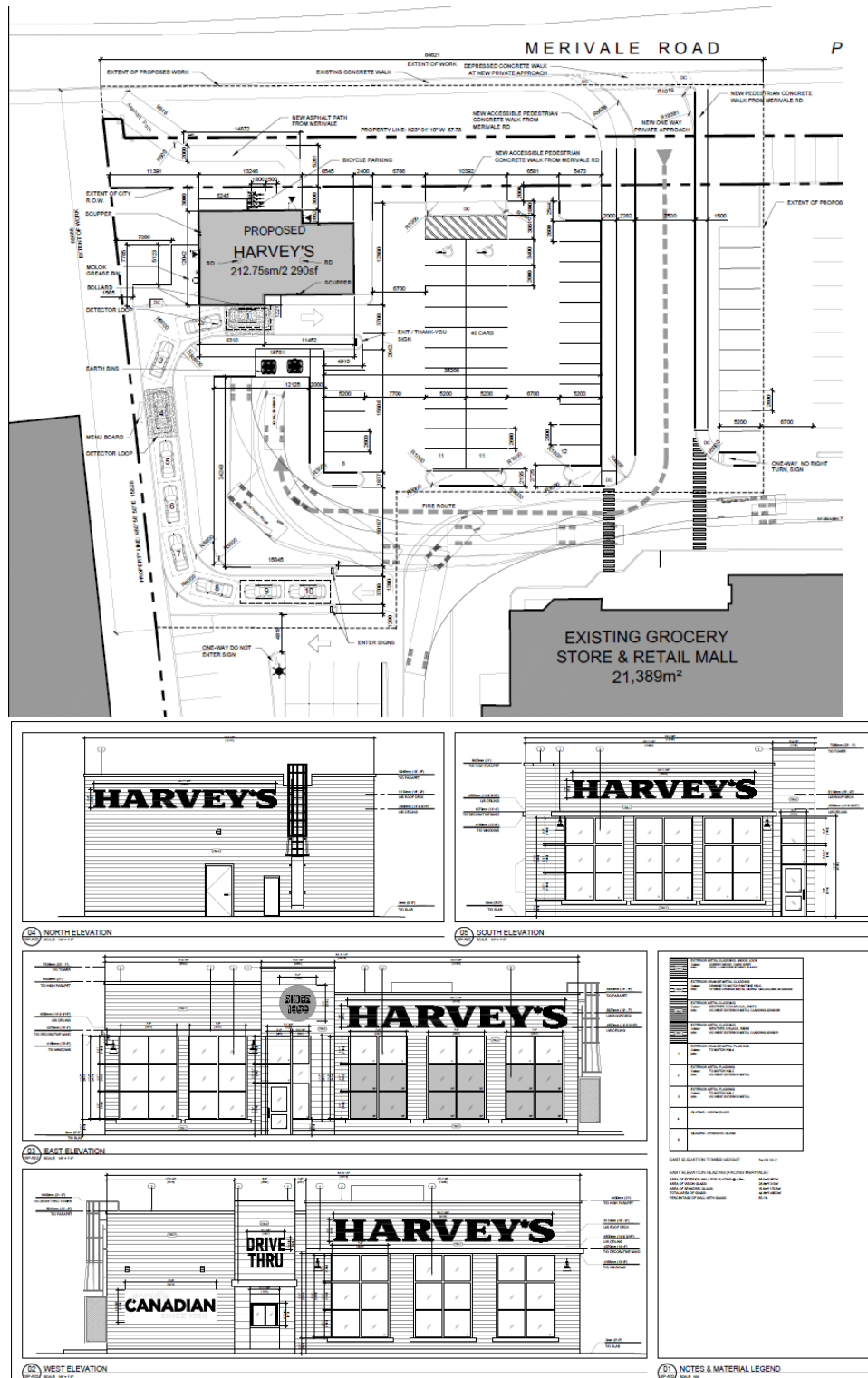
October 7, 2020

7. Space accesses along Merivale Road to create a safe and continuous public realm and minimized potential conflicts between vehicles and pedestrians/cyclists and maximizing opportunities for active transportation.

8. Ensure the creation of a safe and comfortable pedestrian realm along Merivale Road including street trees, seating, landscaping and encouraging spill-out retail uses.

9. Minimize surface parking areas, limiting generally to visitor and commercial parking. Where appropriate, consider “on-street” parking along internal drive-aisles. Where surface parking lots are proposed, ensure that they are located internal to the site, out of view from public streets. Surface parking areas should be landscaped with islands and street trees to mitigate their overall impact.

Document 6 – Drive-through Restaurant Site Plan and Elevations



Document 7 – Site Plan Showing Seven-Storey Apartment Building and Parkland

