

**6. Zoning By-Law Amendment – 1642 Merivale Road**

**Modification au Règlement de zonage – 1642, chemin Merivale**

**Committee recommendation**

**That Council approve an amendment to Zoning By-law 2008-250 for 1642 Merivale Road to permit a 12-storey mixed-use building, 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 polyvalent de 12 étages, comme l'expose en détail le document 3.**

**Documentation/Documentation**

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated March 12, 2021 (ACS2021-PIE-PS-0028)  
  
Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 12 mars 2021 (ACS2021-PIE-PS-0028)
2. Extract of draft Minutes, Planning Committee, March 25, 2021  
  
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 25 mars 2021

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
25 March 2021 / 25 mars 2021**

**and Council  
et au Conseil  
14 April 2021 / 14 avril 2021**

**Submitted on 12 March 2021  
Soumis le 12 mars 2021**

**Submitted by  
Soumis par:**

**Lee Ann Snedden  
Director / Directrice**

**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: ACS2021-PIE-PS-0028**

**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 12-storey mixed-use building, as detailed in Document 3.**
- 2. That Planning Committee approve the Consultation Details Section of this**

report 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 April 14, 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 polyvalent de 12 étages, 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 14 avril 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

This is the second of two reports which address proposed changes to the zoning for the Merivale Mall property at 1642 Merivale Road, which was filed by the applicant in 2019 (Planning file no. D02-02-19-0052). Through this development application, the proponent is seeking relief from the Zoning By-law to allow (a) the relocation of the existing stand-alone Harvey's restaurant from the southeast quadrant of the site to the northeast quadrant of the site, (b) the construction of a seven-storey residential apartment building along the south property line adjacent to Viewmount Drive, and (c) the construction of a 12-storey mixed-use building at the southeast corner of the site adjacent to the Merivale Road and Viewmount Drive intersection. The proposed buildings are all to be constructed in the existing parking area, and the Merivale Mall is intended to remain as-is. The first report (No. [ACS2020-PIE-PS-0108](#)) was approved at

the December 11, 2020 Planning Committee meeting. The report recommended amendments to permit the relocation of the Harvey's and the necessary relief for the seven-storey apartment building. Council approval was granted on January 27, 2021, and no appeals were filed.

This report includes the recommendations relating to the proposed 12-storey mixed use building located at the southeast corner of the subject site and a reduction to the minimum parking rate for the existing mall building.

Specifically, staff are recommending approval of the following:

1. A height increase from nine storeys to 12 storeys within 30 metres of Merivale Road for the proposed mixed-use building which is intended to be located at the southeast quadrant of the subject site;
2. The inclusion of a maximum floorplate size of 1,100 square metres for the 10th to 12th storeys of the proposed mixed-use building;
3. Requirement for 50 per cent of the frontages within Area C on Schedule 426 be addressed by a building wall within 3 metres of Merivale Road and 7 metres of Viewmount Drive. and
4. A parking rate reduction for a Shopping Centre use to permit a reduced rate of 3.09 parking spaces per 100 square metres of gross leasable area.

The current zoning designation for the subject site is Arterial Mainstreet, Subzone 10, Exception 2671, Schedule 426 (AM10 [2671] S426). The proposed changes will require amendment to both the special Exception 2671 as well as the Schedule 426.

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 proposed development standards will limit the additional height to being adjacent to Merivale Road, and the limitations to the upper floorplate sizes will ensure the building mass, which includes a defined step-down along the Viewmount Drive frontage, is maintained.

## **RÉSUMÉ**

Le présent document est le second de deux rapports portant sur les modifications de zonage proposées au centre commercial Merivale, situé au 1642, chemin Merivale, et soumis par le requérant en 2019 (n° de dossier D02-02-19-0052). Avec cette demande

d'aménagement, le promoteur souhaite obtenir une dispense du Règlement de zonage afin de permettre (a) le déplacement du restaurant autonome Harvey's du quadrant sud-est au quadrant nord-est de l'emplacement, (b) la construction d'un immeuble résidentiel de sept étages le long de la limite de propriété sud, adjacente à la promenade Viewmount, et (c) la construction d'un immeuble polyvalent de 12 étages à l'angle sud-est de l'emplacement, près de l'intersection du chemin Merivale et de la promenade Viewmount. Les immeubles proposés seraient tous deux construits dans l'aire de stationnement existante, et le centre commercial Merivale ne serait pas touché. Le premier rapport (n° ACS2020-PIE-PS-0108) a été approuvé lors de la réunion du Comité de l'urbanisme du 11 décembre 2020. Le rapport recommandait des modifications visant à permettre le déplacement du restaurant Harvey's et la dispense nécessaire à la construction de l'immeuble résidentiel de sept étages. Le Conseil a donné son approbation le 27 janvier 2021, et aucun appel n'a été déposé.

Le présent rapport contient les recommandations portant sur l'immeuble polyvalent de 12 étages proposé à l'angle sud-est de l'emplacement et sur une réduction du taux minimal de stationnement applicable au centre commercial existant.

Plus précisément, le personnel recommande d'approuver ce qui suit :

1. une augmentation de hauteur de neuf à 12 étages à moins de 30 mètres du chemin Merivale pour l'immeuble polyvalent proposé dans le quadrant sud-est de l'emplacement visé;
2. l'intégration d'une superficie au sol maximale de 1 100 mètres carrés du 10<sup>e</sup> au 12<sup>e</sup> étage de l'immeuble polyvalent proposé;
3. que l'exigence de 50 pour cent des façades dans le secteur C de l'annexe 426 soit satisfaite par un mur de bâtiment à moins de trois mètres du chemin Merivale et à moins de sept mètres de la promenade Viewmount; et
4. une réduction du taux de stationnement pour un centre commercial, afin de permettre un taux réduit à 3,09 places de stationnement par tranche de 100 mètres carrés de superficie locative brute.

La désignation de zonage actuelle de l'emplacement visé est Zone d'artère principale, sous-zone 10, exception 2671, annexe 426 (AM10 [2671] S426). Les changements proposés nécessiteront une modification à l'exception spéciale 2671 et à l'annexe 426.

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. Les normes de l'aménagement proposé limiteront la hauteur supplémentaire devant être adjacente au chemin Merivale, et les limites imposées aux superficies au sol des étages supérieurs permettront de garantir que la volumétrie, qui prévoit un abaissement défini sur la façade de la promenade Viewmount, soit préservée.

## **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 subject site, 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 are 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, commercial retail uses as well as a retirement home

to the east, and commercial uses to the north.

#### Summary of requested Zoning By-law Amendment proposal

This report recommends an amendment to the Zoning By-law in order to permit the construction of a new 12-storey mixed-use building near the intersection of Merivale Road and Viewmount Drive. The proposed building is expected to include 253 units, and approximately 1,200 square metres of commercial retail space at grade. A height increase from nine storeys to 12 storeys is required to permit the proposed building. In addition, the proponent has agreed to provide a minimum 250-square metre area at grade privately owned public space within the immediate vicinity of the proposed mixed-use building, which will be secured through an easement at the site plan control stage. The recommended Zoning By-law amendments are proposed to be implemented through a site-specific special exception and an amendment to the existing zoning schedule.

The current zoning designation for the subject site is Arterial Mainstreet, Subzone 10, Exception 2671, Schedule 426 (AM10 [2671] S426). The proposed changes will require amendment to both the special Exception 2671 as well as the Schedule 426 (see Document 3).

#### Brief history of proposal

This is the second of two reports which address proposed changes to the zoning for the Merivale Mall, which was filed by the applicant in 2019 (Planning file no. D02-02-19-0052). Through this development application, the proponent is seeking relief from the Zoning By-law to allow (a) the relocation of the existing stand-alone Harvey's from the southeast quadrant of the site to the northeast quadrant of the site, (b) the construction of a seven-storey residential apartment building along the south property line adjacent to Viewmount Drive, and (c) the construction of a 12-storey mixed-use building at the southeast corner of the site adjacent to the Merivale Road and Viewmount Drive intersection. The proposed buildings are all to be constructed in the existing parking area, and the Merivale Mall is intended to remain as-is.

The first report (No. ACS2020-PIE-PS-0108) was approved at the December 11, 2020 Planning Committee meeting. It recommended amendments to permit the relocation of the Harvey's and the necessary relief for the seven-storey apartment building. That report also recommended that a 1,085-square metre parcel at the southwest quadrant of the site be rezoned to Open Space which will set that land aside for a future park. The Merivale Mall Redevelopment Guiding Principles were also included in the first

report, which set out a high-level redevelopment framework for the site. Planning Committee recommended approval of this initial report, and it received Council approval on January 27, 2021.

Due to uncertainties relating to the applicability of certain height policies within the Official Plan for Arterial Mainstreets, the recommendations relating to the proposed height increase from nine storeys to 12 storeys for the mixed-use building were omitted from the initial report. Staff now have the required information and are able to move forward with the recommendation to permit the increase in height in accordance with this report.

In addition, this report recommends a reduction to the minimum parking rate for the retail and commercial uses on site from 3.6 parking spaces per 100 square metres of gross leasable floor area (GLFA) to 3.09 parking spaces per 100 square metres of GLFA. This recommended rate would apply to both the existing mall, as well as the relocated Harvey's and the retail commercial uses on the first floor of the proposed 12-storey mixed use building. This rate reduction would result in a minimum of 672 commercial/retail parking spaces being provided on site, where the current rate would require 782 spaces.

## **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 Crestview-Meadowlands Community Association representatives on 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 designation**

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 Mainstreet 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.

On the date this Zoning By-law amendment application was filed, May 10, 2019, the Local Planning Appeals Tribunal had not rendered either an oral or written decision relating to maximum height policies within the Arterial Mainstreet designation. Given that the policies which were in place at that time did not set out a maximum building height within the Arterial Mainstreet designation, no Official Plan amendment was deemed to be required for the proposed height increase from 9 to 12 storeys.

The subject 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 relating to the Merivale Road corridor, the pedestrian realm, integration with existing residential communities, and provision of integrated vehicle accesses.

### **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 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.

Relating specifically to the proposed 12-storey mixed use building, the panel was successful in aiding in the implementation of the following:

1. Design consideration of the site as it relates to the larger mall site, which led to the commitment by the owner for a privately-owned public space (POPS) adjacent to the mixed use building as part of this Zoning By-law amendment.
2. Refinement of the building mass by reducing the floorplate size of the eleventh and twelfth floors such that there is a step down in building height along Viewmount Drive.

### **Planning rationale**

The Merivale Mall site is a large commercial land holding that represents opportunities for intensification and redevelopment. The applicant envisions the redevelopment of the 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 specifically addresses the amendments proposed for the 12-storey mixed use building. Please refer to report No. [ACS2020-PIE-PS-0108](#) for the rationale associated with the other zoning changes.

This Zoning By-law amendment proposes a revision to the zoning schedule in order to create 'Area C' which is the intended location of the 12-storey mixed use building (see Document 2). Site specific development standards which are specific to 'Area C' are proposed to be added to the existing site specific exception used for the Merivale Mall property (Exception 2672), which will serve to permit the proposed 12-storey building (see Document 3).

The Urban Design Review Panel recommendations, as well as the feedback from urban design staff, led to refinements to the building mass proposed by the applicant. The resulting building mass and design represents an appropriate height and scale for a site immediately adjacent to the Merivale Road and Viewmount Drive intersection (see Document 6).

In addition to recommending the additional height, staff have limited the 10th to 12th storeys to being permitted only within 30 metres of Merivale Road. This, as well as a limit on the floorplate size for the upper levels, will ensure the intended building mass is implemented at the site plan control stage. The owner has committed to provide an at-grade privately owned public space (POPS) of 250 square metres in size, the details of which will be determined as part of the site plan control review process. This is expected to contribute positively to the pedestrian enjoyment of the proposed building. The 12-storey mixed use building is an appropriate height, mass and scale at the proposed location. The proposal conforms to the Official Plan policies which were in place at the time of application, and align with the policies set out in the Merivale Road Secondary Plan. Staff are therefore in support of the amendments relating to the 12-storey mixed use building.

The development plans for the Merivale Mall will occupy space on the subject site which is currently used as surface parking lot. As such, the parking currently associated with the mall will be reduced once this redevelopment plan is implemented. The recommendation to reduce the commercial/retail parking rate from 3.6 spaces per 100 square metres of GLFA to 3.09 spaces per 100 square metres of GLFA (equating to a 14 per cent commercial parking reduction) is considered to be reasonable. The existing commercial retail parking rate for this site is the highest rate used within the urban area and does not acknowledge the location of this site along an arterial mainstreet, where there is a focus on mixed use and where alternative modes of transportation are readily accessible. The resulting 672 parking spaces that will serve the commercial and retail uses are expected to adequately meet the demand on site and ensure impacts will not be felt off-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**

The Ward Councillor is aware of the recommendations contained within this report.

## **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

## **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 Site Plan 12-Storey Mixed Use Building

Document 6 12-storey Mixed-Use Building Visualizations

## **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 Mainstreets 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.

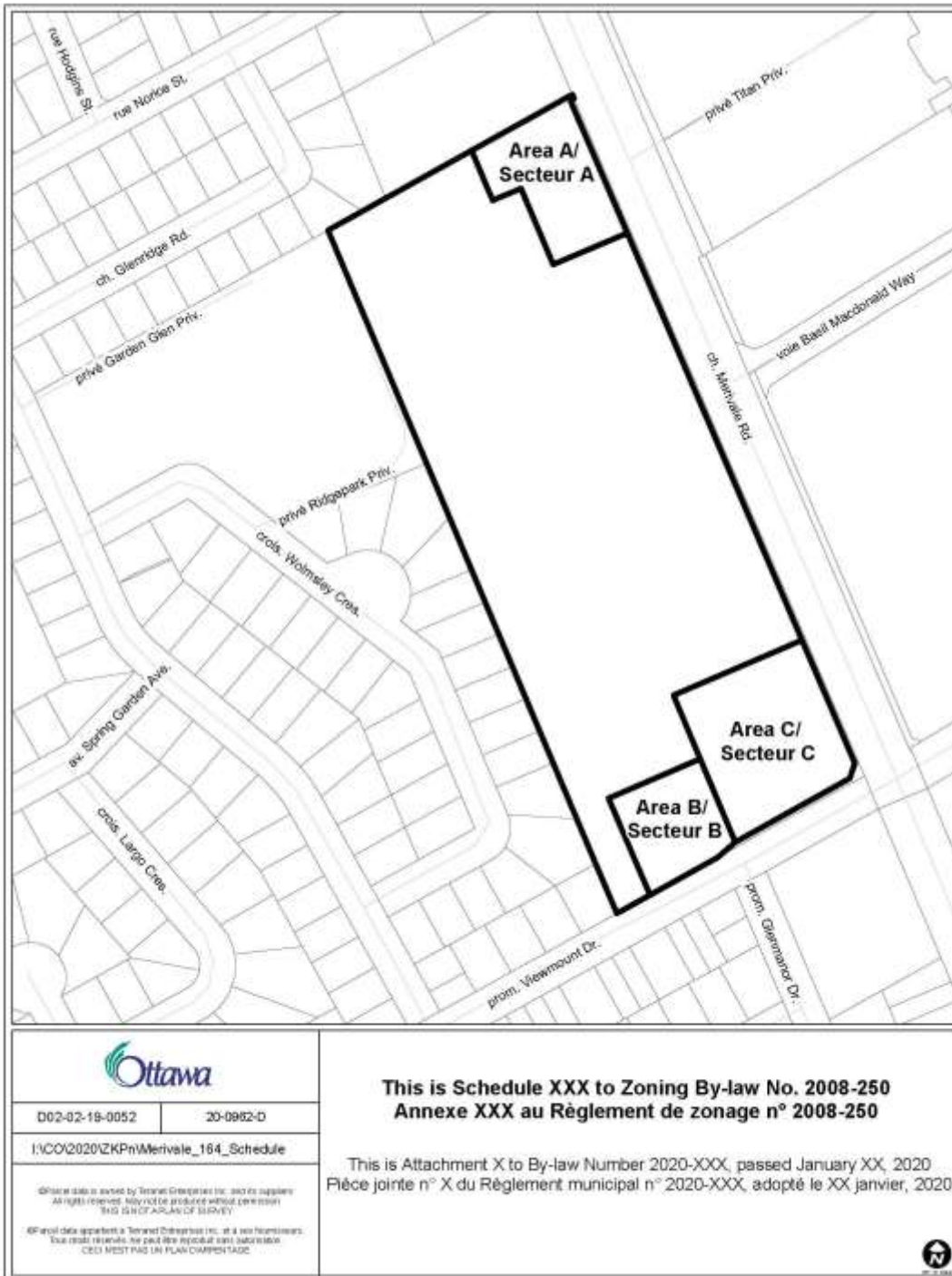
Document 1 – Location Map

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



		LOCATION MAP / PLAN DE LOCALISATION SITE PLAN / PLAN D'EMPLACEMENT
D02-02-19-0052	19-0549-B	
I:\CO\2019\Site\Merivale_1642		 1642 ch. Merivale Rd.
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REVISION / RÉVISION - 2019 / 5 /23		

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. Replace Schedule S426 with the schedule shown in Document 2, within Part 17;
2. Amend Exception 2672 within Section 239, Urban Exceptions by adding provisions similar in effect to the following:
  - a) In column V add the following text:
    - i) Minimum parking space rate for Shopping Centre use: 3.09 spaces per 100 square metres of gross leasable floor area.
    - ii) Within Area C on Schedule S426:
      - Maximum height for any portion of a building located within 30 metres of the Merivale Road property line: 12 Storeys and 38.5 metres
      - Maximum floorplate for the 10th to 12th storeys of a building located within 30 metres of Merivale Road: 1,100 square metres;
      - Minimum frontage along the front lot line that must be occupied by building walls located within 3.0 metres of the frontage: 50 per cent
      - Minimum frontage along the corner side lot line that must be occupied by building walls located within 7 metres of the frontage: 50 per cent



## **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 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 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 and Merivale Road intersection.

### Public Comments and Responses

#### Comment:

The construction noise and dust will be disruptive for area residents.

#### Response

Construction nuisances will be mitigated through the City-wide By-laws, such as the Noise By-law, as well as site plan conditions. Dust control is also a standard requirement on construction sites and should be mitigated as best as possible. Construction is a temporary nuisance which the city seeks to mitigate through measures such as the above 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 adjacent to this site, the location of the OC Transpo bus stop on Viewmount, the site access and the impact that these new buildings would have on this area.

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 and Viewmount.

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 either need to identify a location on site to store snow. If the snow storage area is not adequately large to store all snow on site, 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 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 and Viewmount intersection.

Comment:

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

Response:

All the 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 in the initial report (No. [ACS2020-PIE-PS-0108](#)) includes rezoning a 1,085-square metre parcel of land at the southwest quadrant of the subject 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 mixed-use building is more than 80 metres from the shared property line with the adjacent low-rise residential uses, which is considered a generous buffer and represents 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 – Site Plan 12-Storey Mixed Use Building



Document 6 – 12-storey Mixed Use Building Visualizations



VIEW NORTH WEST FROM MAIN



VIEW NORTH EAST FROM MAIN