

Summary of Written and Oral Submissions

Zoning By-law Amendment – 1970 Merivale and 22 Slack Road

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council's consideration:

Number of delegations/submissions

Number of delegations at Committee: 0.

Number of written submissions received by Planning Committee between October 11 (the date the report was originally published to the City's website with the October 24 agenda) and November 14, 2019 (committee meeting date): 1.

Primary reasons for support, by individual

None provided

Note: Brian Casagrande, Fotenn Consultants (applicant), was present at Planning Committee on November 14, on behalf of the landowner, and indicated agreement with the proposed amendments to the report recommendations at that time.

Primary concerns, by individual

Glens Community Association (written submission provided by Agnes Warda)

- there is still room for improvement in this proposal;
- the requested zoning is not an anomaly, as there are other institutionally zoned properties (nearby 2000 Merivale and 63 Slack Road); the community has peacefully co-existed with the existing business park and would not object if the same zoning was extended to the site in question with existing exclusions (automobile dealership, drive through facility; the community's request to remove drive through facility was rejected by applicant); if the application is approved the committee will create another anomaly as all abutting properties will not have the same land uses; those additional land uses and their extent are of concern to the community;
- the most recent re-zoning application had been more detailed and placing more stringent restrictions on location of automobile dealership, placement and orientation and display of goods with further restrictions confirmed through the Site Plan Control application process; respectfully asked the committee to do the same by voting for their motion in this regard;

- all stakeholders are using the same script -Provincial Policy Statement PPS), Official Plan (OP) and *Planning Act* - but using different chapters to rationalize their position; the Glens community based its objections on the strategic direction that calls for “complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop” and PPS direction to develop healthy, livable and safe communities;
- the Business Park zoning contains many land uses that would complete the community and be applauded; there are 4 car dealerships in existence along Merivale Road and many more built along Hunt Club Road; the community also based its objections on the City’s commitment to reduce Greenhouse Gas Emissions and strategies that minimize the use of combustion fuels through investing in strategic pedestrian and cycling infrastructure, by promoting environmentally responsible modes of transportation, by actively working to reduce automobile use and encouraging alternative modes of transportation as well as supporting the use of electric vehicles; they are alarmed and disappointed that the City, that has recently declared a climate emergency and is diligently working to lower emission standards, is entertaining a proposal to allow for yet additional automobile-friendly land use;
- the OP calls for greater recognition of the Importance of Ottawa as a Capital City; tourists and visitors visiting Ottawa’s only inland sand dune complex which has survived over 10,000 years should not be greeted by a large automobile complex en route to a protected green space;
- the recent OP is already few years old and the new proposal is focusing on a more environmentally and community friendly approach advocating for walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to food, schools, employment, parks, green spaces and pathways; the community does not need to walk to a car dealership, RV place or drive through coffee shop;
- both Merivale and Slack roads have been mismanaged for ages and are now at capacity causing rush hour congestion; as such they should not be exposed to any form of additional traffic from large delivery trucks, RV’s or heavy machinery, which can amplify vibrations and noise for neighboring properties;

- the proposed re-zoning focused on automotive land uses does not compliment the community; there are already a number of similar uses in the area;
- with appropriate re-zoning, committee and the council have a unique opportunity to reshape this rezoning proposal, being mindful of new land use designations that focus greater emphasis on the City's neighbourhoods; there are multiple services that have been included in the proposed zoning that would greatly compliment this new vision.

Effect of Submissions on Planning Committee Decision: Debate: The committee spent seven minutes on the item.

Vote: The committee considered all written submissions in making its decision and carried the report recommendations with three amendments to Document 3 of the staff report. The final recommendations to Council were as follows:

That Council approve an amendment to Zoning By-law 2008-250 for 1970 Merivale Road and 22 Slack Road to permit a list of office and industrial uses, as detailed in Document 3, as amended by the following:

1. that the Zoning Details in Document 3, under the proposed new exception XXXX to Section 239 be amended to:
 - a. add gas bar and cannabis production facility to the land uses prohibited in column IV;
 - b. add a minimum soft landscape buffer of 5 m along Merivale Road and Slack Road to the provisions in column V;
 - c. add the text in column V "subsection 205(5) does not apply to an automobile body shop, a heavy equipment and vehicle sales, rental and servicing use, and a storage yard.";
 - d. add a maximum lot coverage of 80% for land used for the outdoor display, sale, rental, servicing and storage of motor vehicles and heavy vehicles to the provisions in column V
2. that pursuant to the *Planning Act*, subsection 34(17), no further notice be given.

Ottawa City Council

Number of additional written submissions received by Council between November 14 (Planning Committee consideration date) and November 27, 2019 (Council consideration date): 0.

Effect of Submissions on Council Decision:

Council considered all written submissions in making its decision and Carried the report recommendations as amended by Planning Committee.