

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme**

**and Council  
et au Conseil**

**November 12, 2014  
12 novembre 2014**

**Submitted by  
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**Ward: KNOXDALE-MERIVALE (9)**

**File Number: ACS2014-PAI-PGM-0230**

**SUBJECT: Zoning By-law Amendment – 1872 Merivale Road and 530 and 540  
West Hunt Club Road**

**OBJET: Modification au Règlement de zonage – 1872, chemin Merivale et 530  
et 540, chemin West Hunt Club**

## REPORT RECOMMENDATION

**That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 1872 Merivale Road and 530 and 540 West Hunt Club Road to add an exception to permit a reduced parking rate of 3.0 spaces (from 3.6 spaces) per 100 square metres of gross leaseable floor area for a shopping centre, as shown in Document 1 and detailed in Document 2.**

## RECOMMANDATION DU RAPPORT

**Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250, afin de modifier le zonage du 1872, chemin Merivale et du 530 et 540, chemin West Hunt Club pour permettre la réduction du taux de stationnement à 3,0 places (de 3,6 places), pour chaque tranche de 100 mètres de plancher hors œuvre brute locative pour un centre commercial, comme le montre le document 1 et l'explique en détail le document 2.**

## BACKGROUND

Learn more about [Zoning By-law amendments](#)

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

### Site location

1872 Merivale Road and 530 and 540 West Hunt Club Road.

### Description of site and surroundings

The property is at the southwest corner of the intersection of Merivale Road and West Hunt Club Road. It has an area of 34,987 square metres and a street frontage of approximately 118 metres on Merivale Road and a street frontage of approximately 259 metres on West Hunt Club Road. The site is currently occupied by eight buildings accommodating retail and restaurant uses. There is a total gross leasable floor area (GLFA) of 10,811 square metres and 367 surface parking spaces.

To the north and east of the property are other retail and restaurant uses, including Burger King, a Shell gas station, Costco, and the Ottawa GoodTime Centre. To the south are institutional uses, including Merivale United Church and Cemetery and to the west is the Ottawa Catholic School Board.

## **Summary of requested Zoning By-law amendment proposal**

The site is designated Arterial Mainstreet in the Official Plan and zoned Arterial Mainstreet under Zoning By-law 2008-250, which permits a broad range of uses including retail, service commercial, offices, residential and institutional uses.

The request is to create an exception in the existing Arterial Mainstreet zone applying to the property to permit a reduced parking rate of 3.0 spaces per 100 square metres of GLFA for a shopping centre use, whereas the Zoning By-law requires 3.6 spaces per 100 square metres. A parking rate of 3.6 spaces per 100 square metres of GLFA would result in a requirement to provide 389 spaces for the 10,811 square metres of GLFA on-site. The proposed Zoning By-law amendment would require the provision of 324 parking spaces for the existing buildings.

There are 367 parking spaces currently provided on-site. The current number of parking spaces and the parking lot configuration is proposed to remain the same. No new buildings are proposed through this application.

This site has developed into a shopping centre over time, with buildings developing piecemeal as more properties were purchased. As such, up until now the parking rate for each building on-site was calculated individually based on its use. The development now meets the Zoning By-law definition of a shopping centre use and, through this application, the applicant is requesting a reduction to the minimum parking requirement for a shopping centre. The proposed parking rate will cover all existing and future retail and restaurant uses. The current GLFA of the vacant units on-site is 2,143 square metres and are subject to future tenancy change. The tenants to occupy these spaces are yet to be established. The applicant wishes to reduce the parking rate on-site to allow for flexibility in the type of uses which will occupy the existing buildings within the shopping centre.

## **2014 Zoning Review – Merivale Road Arterial Mainstreet**

As a part of the 2014 Zoning Review, this property is proposed to be re-zoned from Arterial Mainstreet (AM) to Arterial Mainstreet, Subzone 10 (AM10). The Zoning Review is coming forward to ensure that the Zoning By-law is consistent with the policies of the Official Plan, approved by City Council in December 2013 and is not related to nor will it affect this minor Zoning By-law amendment. The 2014 Zoning Review of the Merivale Road Arterial Mainstreet will not change the existing parking requirements or rates.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. No comments were received from the public.

### **Official Plan designation**

The Official Plan was updated last year through Official Plan Amendment (OPA 150) as part of the City's regular five-year review process. OPA 150 was approved by City Council in December 2013.

The site is designated Arterial Mainstreet on Schedule B of the Official Plan. Arterial Mainstreets offer a broad range of uses, including retail, service commercial uses, and institutional uses. Gradually, through redevelopment, they are anticipated to evolve into more transit-supportive, pedestrian friendly mainstreets through more dense and mixed-use development that is supported by increased walking, cycling and transit use.

Policy 4.3.4 of the Official Plan as amended by OPA 150 provides that "The City may, in keeping with the direction in Section 2.3, establish maximum requirements for on-site parking and reduce or eliminate minimum requirements within [among other areas] 400 metres of the Transit Priority Network, inside the Greenbelt." This site meets that criterion. West Hunt Club Road is identified as part of the 2031 Transit Priority Network (Isolated Measures) while Merivale Road is shown as Transit Priority Corridor (Continuous Lanes) in the Transportation Master Plan.

### **Other applicable policies and guidelines**

The Urban Design Guidelines for Development along Arterial Mainstreets highlights the opportunities to facilitate the evolution of Arterial Mainstreets to develop a more balanced vehicular and pedestrian environment. Guideline 27 recommends only the minimum number of parking spaces required by the Zoning By-law be provided. There are no site-specific secondary plan policies applicable to this property.

### **Parking supply**

The Transportation Overview and Parking Study report provided as a part of the application states that there are sufficient parking spaces to accommodate additional site generated trips created once the vacant units on-site attain tenants. Based on the analysis and findings of the combined transportation and parking study, it was also

determined that the proposed parking rate of 3.0 spaces per 100 square metres GLFA is considered appropriate for the subject property. Staff concur with the conclusions of this study. The requested reduction to the minimum parking requirement rate achieves a more efficient land use while maintaining the existing parking layout.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Egli is aware of the application related to this report.

### **LEGAL IMPLICATIONS**

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

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

There are no accessibility impacts as no new development is proposed through this application.

### **ENVIRONMENTAL IMPLICATIONS**

By reducing the parking requirement, alternative modes of transportation are encouraged. Such alternative modes of transportation include public transit, walking, or cycling, all of which have less of an environmental impact than private automobile use.

### **TECHNOLOGY IMPLICATIONS**

Information Technology and Planning and Growth Management have agreed that for Land Use reports from Development Review Services and Policy Development and Urban Design Branches, there is no technology component.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

ES3 – Reduce environmental impact.

GP3 – Make sustainable choices.

TM4 – Promote alternative mobility choices.

## **APPLICATION PROCESS TIMELINE STATUS**

This application was processed by the On Time Decision Date established for the processing of Zoning By-law amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Overview Data Sheet (attached separately – on file with the City Clerk)

## **CONCLUSION**

Staff supports the proposed amendment to the Zoning By-law 2008-250. The amendment is consistent with applicable policy and will provide for more flexibility of uses on-site.

## **DISPOSITION**

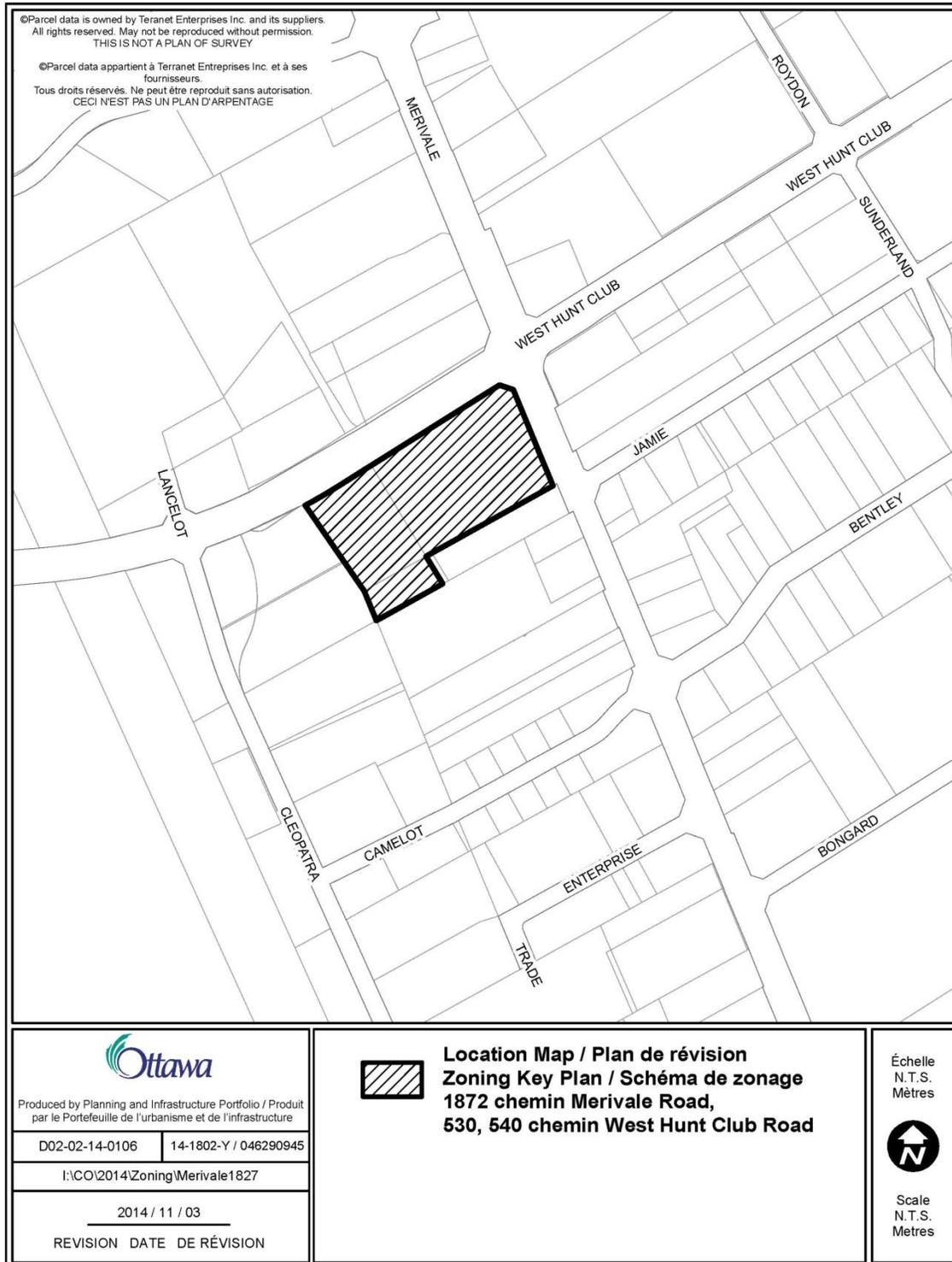
City Clerk and Solicitor Department, Legislative Services, to notify the owner, applicant, Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

Planning and Growth Management Department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-law to City Council.

# Document 1 – Location Map

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



## **Document 2 – Details of Recommended Zoning**

Proposed changes to the Comprehensive Zoning By-law for 1872 Merivale Road and 530 and 540 West Hunt Club Road:

Add an exception to the zone for 1872 Merivale Road and 530 and 540 West Hunt Club Road to permit a minimum parking rate of 3.0 spaces per 100 square metres of Gross Leasable Floor Area for a shopping centre.