

Summary of Written and Oral Submissions

Zoning By-law Amendment – 1642 Merivale 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 December 1 (the date the report was published to the City's website with the agenda for this meeting) and December 11, 2020 (committee meeting date): 7

Primary concerns, by individual

Jean & Eric Mulligan (written submission)

- Merivale Road is one of the city's arterial main streets; Wolmsley Crescent is not but this proposal will lead it to become an extension of Merivale Road, generating increased traffic, pollution and noise (residents going to and from their cars at all hours of the night and loitering in the parking lot)
 - commuters have access to the back lane behind the mall and too often use it to get around the backlog of traffic on Merivale Road; residents and clients of the apartments/business will also find it a convenient and quick access to their building, thereby increasing traffic
 - traffic will be exasperated by the proposal of a new right-in/right-out access, and the back lane will also provide a quick escape for impatient drivers stuck behind lights
- residents whose properties are backing the Mall are not interested in a vibrant lane at the back of their properties; their security and well-being, as well as their property values, are in jeopardy
- they recommend/insist on more appropriate fencing (taller height and somewhat soundproof) and restriction/modification of access along the back lane

Lee Farnworth (written submission)

- inadequate staff response to the concern that this development would exacerbate issues 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

- anyone who has tried to exit from Merivale Mall onto Viewmount Dr. travelling east knows that it is already challenging and often dangerous both because of the backup in the exit lane from the mall and the turn itself, as cars compete with traffic going both east and west on Viewmount Dr., as well as exiting the gas station
- at a minimum, an exit extra lane from the mall should be added, one for turning right and one for turning left
- if the bus stop were moved west of the exit on Viewmount Dr., it would ease the frequent backups that occur at the intersection of Merivale Rd. and Viewmount Dr. travelling west
- the increased traffic exiting onto Merivale Rd. across from Family Brown Lane is a concern; the exit lanes are already often backed up within the mall parking lot and the increase in traffic from Harvey's will increase that traffic volume; as well, the space developed for Harvey's, which will include drive through lanes, will compromise the parking spaces used by Farm Boy customers which could present some parking challenges especially at peak times

Baoli (Nancy) Chen (written submission)

- this proposal has several negative impacts to the neighbourhood and community, particularly increased traffic and safety concerns for many seniors and students living in this area

Shantel Xiaochao Qian (written submission)

- this proposal has several negative impacts to the neighbourhood and community, particularly increased traffic and safety concerns for many seniors and students living in this area

Tanya Chayadetbumrung (written submission)

- the construction of the complex will invade the privacy of the residents in the surrounding neighbourhood
- Merivale road is already very busy and congested, and is already dangerous for Merivale High School students, with all the busy intersections; there have been major accidents there that have caused major loss of life at that intersection, and adding as many complexes as is currently planned, adding hundreds more cars, will only increase that
- to avoid this risk, the number of buildings that are planned to be built should be

minimized, and the number of storeys should also be made as low as possible - 4 storeys, with a maximum of 6 for the buildings that are closest to residential areas

- more green space should also be built, especially close to the residential area; in addition to being a much needed buffer between the apartment complexes and the residential area, it is much more environmentally friendly to have

Primary reasons for support, by individual

Greg Elliot, President, Crestview Meadowlands Community Association (CMCA)

(written submission)

- CMCA has been engaged since this plan was first presented to them in the spring of 2019 and will not be presenting any formal written materials for these Zoning Amendments, as they are fairly pedestrian and of a fairly minor technical nature; rather, they will wait for the Site Plan Approval Process, where they will be actively involved in presenting their view/input on how this proposal is to be executed

Mitchell House, Tanglewood-Hillsdale Community Association (THCA),

Environmental Affairs Committee (written submission)

- the THCA welcomes this proposal, as it presents an important update to land use along Merivale Road, as well as representing one of the first opportunities to utilize larger surface parking lots to meet community needs
- while the overall design is a definite improvement over the existing location, given the plan's improved walkability, greenspace and future planned multi-use development, the THCA wishes to bring attention to some particular concerns, in addition to a request to be consulted with as the project progresses
 - ❖ the original panel discussion centered on the potential for a central park to be included in the design, which was not implemented; while the addition of a park to the southwest corner of the development will be a welcome opportunity for residents to have access to greenspace, making the site attractive for pedestrians to visit and spend time will be essential to success of the project; less parking spaces, more permeable and low-impact design features and increased pedestrian amenities such as public art, benches, shade and trees can all be used to enhance the pedestrian space
 - ❖ the additional landscaping and pedestrian pathways around the Harvey's is a great opportunity to invite pedestrians into the site, and the specific inclusion of bicycle parking would be enhanced by providing dedicated infrastructure for cyclists from the surrounding community to travel to the site; bike lanes similar to those installed at the redevelopment of Bank/Heron for a new multi-residential

building could be a useful guide for future connectivity needs, and could be implemented through a greater setback from Merivale Road as part of this development; street design that slows drivers down once within the Mall parking lot, along with Public Safety Through Environmental Design features, could enhance walkability and active transportation to and through the development as well

- ❖ while the reduced parking rates for the development is a welcome site, future plans should look to reduce parking needs even further; increased active transportation infrastructure, coupled with plans to enhance public transit connections to Baseline Station LRT and the multi-use nature of the site, all lend themselves well to a reduced focus on private vehicle usage
- the THCA would welcome the opportunity to attend any design planning meetings that would be organized by the applicant; of particular interest is the adaptation of surface parking lots to meet the needs of the local and surrounding communities, which would include opportunities for youth, enhance natural elements with the community through additional greenspace, and provide connections to transit and active transportation routes throughout the city
- the vision presented by the applicant is a great starting point, and the THCA looks forward to working with the applicant going forward to co-develop solutions that enhance not only the Merivale Mall, but extends the benefits to redevelopments of other surface parking lots into attractive, multi-purpose and pedestrian-friendly environments built around connectivity and natural features

Effect of Submissions on Planning Committee Decision: Debate: The Committee spent five minutes in consideration of the item.

Vote: The committee considered all submissions in making its decision and carried the report recommendations as presented, along with the following motion to update the ward Councillor's comments section, as requested by Councillor Chiarelli:

THEREFORE BE IT RESOLVED 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 comments submitted by Councillor Chiarelli on December 11, 2020.

Ottawa City Council

Number of additional written submissions received by Council between December 11 (Planning Committee consideration date) and January 27, 2021 (Council consideration date): 0

Effect of Submissions on Council Decision:

Council considered all submissions in making its decision and carried the report recommendations without amendment.