

# **Proposed Medical Imaging Facility**

**1545A Merivale Road**

**Applications for Minor Variance and Site Plan  
Control Approval**

**Planning Rationale and Design Brief**

**Revised - May 2023**

# **Proposed Medical Imaging Facility Applications for Minor Variance and Site Plan Control Planning Rationale 1545A Merivale Road Ottawa, ON**

*Prepared for:*

**1545A Merivale Inc.  
c/o Dr. Nirav Patel and Dr. Keyur Shah**

*Prepared by:*

1223 Michael Street North  
Suite 100  
Ottawa, ON K1J 7T2



MAY 2023

## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>1</b>
<b>2.0</b>	<b>SITE AND CONTEXT</b> .....	<b>2</b>
<b>3.0</b>	<b>DEVELOPMENT PROPOSAL</b> .....	<b>5</b>
<b>3.1</b>	Site Plan and Landscape Plan .....	5
<b>3.2</b>	Design Brief .....	8
<b>3.3</b>	Requested Planning Approvals.....	10
<b>4.0</b>	<b>PLANNING RATIONALE</b> .....	<b>10</b>
<b>4.1</b>	Provincial Policy Statement .....	10
<b>4.2</b>	City of Ottawa Official Plan.....	10
<b>4.3</b>	Urban Design Guidelines for Development Along Arterial Mainstreets .....	13
<b>4.4</b>	City of Ottawa Zoning By-law 2008-250 Consolidation .....	14
<b>4.5</b>	Minor Variance .....	15
<b>5.0</b>	<b>CONSULTATION</b> .....	<b>17</b>
<b>6.0</b>	<b>PLANNING CONCLUSION</b> .....	<b>17</b>

### List of Figures

Figure 1: Site Location (GeoOttawa, 2022).....	1
Figure 2: Surrounding Context for Site .....	2
Figure 3: View of existing building from access .....	3
Figure 4: View from front of site looking north on Merivale Road .....	3
Figure 5: View looking southwest from existing building towards Merivale Road .....	3
Figure 6. Urban Road Network with Site location indicated, Official Plan, 2021, Schedule C4 .....	4
Figure 7. Transit Network with Site location indicated, Official Plan, 2021, Schedule C2.....	4
Figure 8: Development Proposal - Site Plan.....	6
Figure 9: Development Proposal - Landscape Plan.....	7
Figure 10. Rendering of Front Facade.....	8
Figure 11: Development Proposal - Building Elevations .....	9
Figure 12. Location of Site on Official Plan (2021), Schedule A – Transect Policy Areas .....	11
Figure 13. Location of Site on Official Plan (2022), Schedule B3 - Outer Urban Transect .....	12
Figure 14: City of Ottawa Comprehensive Zoning By-Law (2008, as amended) – Excerpt from GeoOttawa.....	14
Figure 15. Minor Variance sketch, 1545A Merivale Road .....	15

### List of Tables

Table 1. Site Development Statistics.....	5
Table 2. Zoning Compliance Table, AM10.....	14

### Appendices

Appendix A: [Preconsultation Correspondence](#)

## 1.0 Introduction

1545A Merivale Inc. is proposing to construct a one-storey medical imaging facility at 1545A Merivale Road in Ottawa, Ontario. The site is located approximately 1.1 kilometers southwest of the intersection of Merivale Road and Baseline Road, along the arterial road of Merivale Road, in the former municipality of Nepean (**Figure 1**). The site currently has a 1-storey building which would be demolished as part of the redevelopment.

**Figure 1: Site Location (GeoOttawa, 2022)**



**Site Plan Control** approval and a **Minor Variance** are being sought at this time to enable the proposed medical imaging facility. This Planning Rationale and the Design Brief, which is included herein, has been prepared as a supporting document to these applications. It is intended to be of assistance to the City of Ottawa in evaluating the proposal in the context of land use policies of the Provincial Policy Statement, the new Official Plan (2022), and the Comprehensive Zoning By-law.

This revised application also includes the following supporting plans and studies:

- Architectural Package including Site Plan, Parking Garage Layout and Ground Floor Plan and Elevations, prepared by Lalande & Doyle Architects, dated May 2023
- Landscape Plan and Tree Conservation Report, prepared by James B. Lennox and Associates Inc., dated May 2023
- Site Servicing Design Brief, prepared by Novatech, dated May 2023
- General Plan of Services, prepared by Novatech, dated May 2023
- Grading Plan, prepared by Novatech, dated May 2023
- Erosion and Sediment Control Plan, prepared by Novatech, dated May 2023
- Roadway Traffic Noise Assessment, prepared by Gradient Wind Engineers & Scientists, dated October 18, 2022
- Phase 1 Environmental Site Assessment, prepared by Pinchin Ltd., dated December 22, 2022
- Plan of Survey, Part of Lot 16, Registered Plan 353, dated November 15, 2007

An initial pre-consultation meeting was held with City staff on June 16<sup>th</sup>, 2022. Prior to this meeting a Transportation Impact Assessment (TIA) Screening Form was completed for the project. A follow-up meeting with the City File Manger was subsequently held on September 19<sup>th</sup>, 2022, to discuss a refined Site Plan configuration. Correspondence from this second meeting, including the list of studies and plans required as part of this application, are included in **Appendix A, Pre-consultation Correspondence**.

## 2.0 Site and Context

The site which is the subject of this Site Plan Control and Minor Variance application (the “Site”) is municipally addressed as 1545A Merivale Road (Figure 2). The Site is designated as Part of Lot 16, Registered Plan 353, Township of Nepean. The site is approximately 6,905 m<sup>2</sup> (0.69 ha) in area and is irregularly shaped. It is located at the rear of two other sites which front onto Merivale Road (1543 and 1545 Merivale Road). The Site itself has a narrow front lot line approximately 4.7 metres in width, which provides access to the Site from Merivale Road in conjunction with a right-of-way of equal width on the adjacent gas station site at 1543 Merivale Road. There is an existing one-storey building on the site which was constructed in the 1950s, and associated surface parking (Figure 3).

Figure 2: Surrounding Context for Site



The immediate surroundings of the Site consist of other commercial uses:

- **West:** A gas station is located between the main portion of the Site and Merivale Road at 1543 Merivale Road (Figure 4). The drive aisle to access the Site from Merivale Road is partially located on this neighbouring property via a registered easement. A former restaurant building (currently vacant) and surface parking is located on the 1545 Merivale Road parcel.
- **East:** The rear lot line abuts a parcel which houses a curling club.
- **North:** The rear portion of the interior lot line of the Site abuts a 1-storey commercial plaza to the north; the front portion of the interior lot line abuts the gas station parcel. There is also a proposed low-rise apartment building northeast of the site at 56 Capilano Street (currently seeking a Zoning By-law Amendment).
- **South:** The rear portion of the interior lot line of the Site abuts Emerald Plaza, which has a 5-storey office building and low-rise commercial plaza.

Figure 3: View of existing building from access



Figure 4: View from front of site looking north on Merivale Road

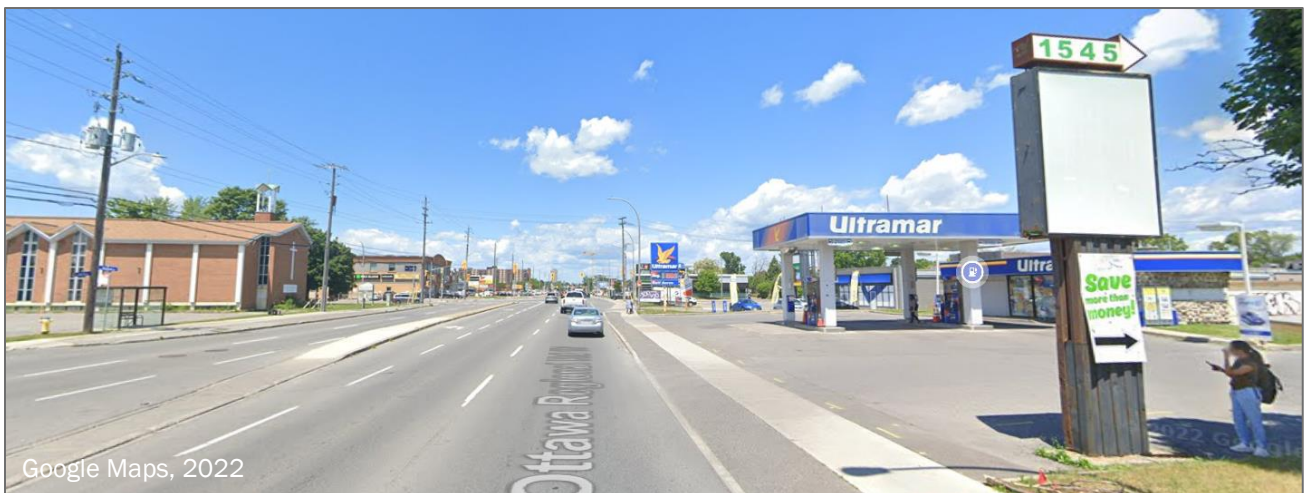


Figure 5: View looking southwest from existing building towards Merivale Road



As part of the Urban Road Network, Merivale Road is classified as an Arterial (Existing) (Figure 6), and as part of the Transit Network, it is considered a Transit Priority Corridor (Figure 7).

Figure 6. Urban Road Network with Site location indicated, Official Plan, 2021, Schedule C4

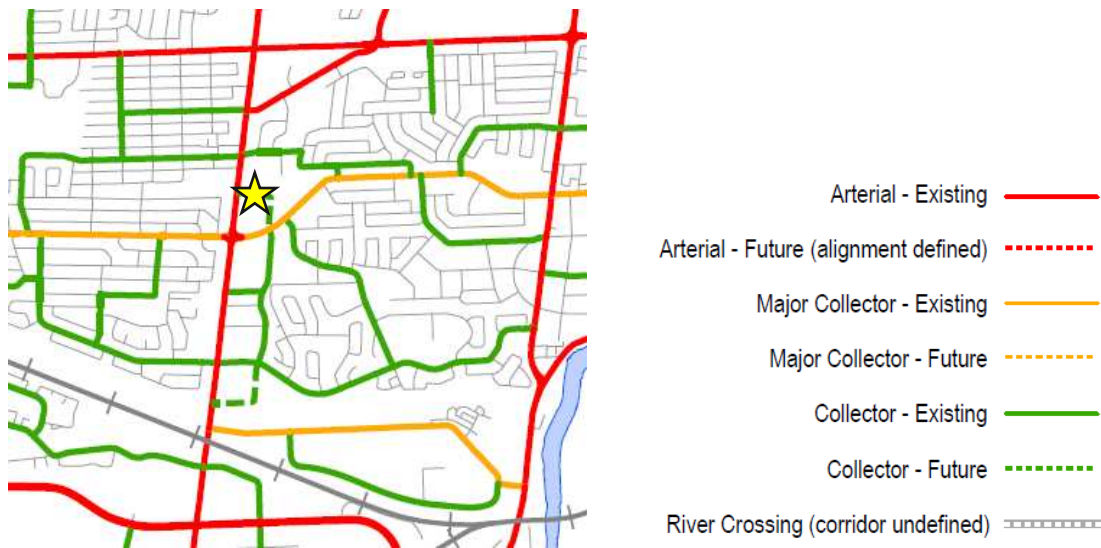


Figure 7. Transit Network with Site location indicated, Official Plan, 2021, Schedule C2



### 3.0 Development Proposal

The current development proposal is to enable construction of a new building to be used as a medical imaging facility (providing ultrasounds, x-rays, mammograms etc.). Site modifications associated with the proposed development include:

- Demolition of the existing building (1,420m<sup>2</sup> GFA);
- Construction of a 1-storey medical imaging building of 2,481 square meters in gross floor area. Provincial licensing requirements requires that the use be contained on a single floor;
- Creation of a surface parking lot containing 72 vehicle spaces, including 2 accessible spaces;
- Construction of one level of underground parking containing 57 spaces, to be accessed via a ramp at the rear of the building;
- Installation of a 1.5-meter sidewalk to provide safe pedestrian access to the main building entrance from Merivale Road;
- Provision of bicycle parking at the front of the building;
- Landscaping buffers surrounding the surface parking areas and elements interspersed throughout the parking lot and around the edges of the Site, along with a landscaped outdoor amenity area for staff at the rear of the building;
- Installation of water, sanitary and storm infrastructure to service the new building.

Site Development Statistics are provided in **Table 1** below.

**Table 1. Site Development Statistics**

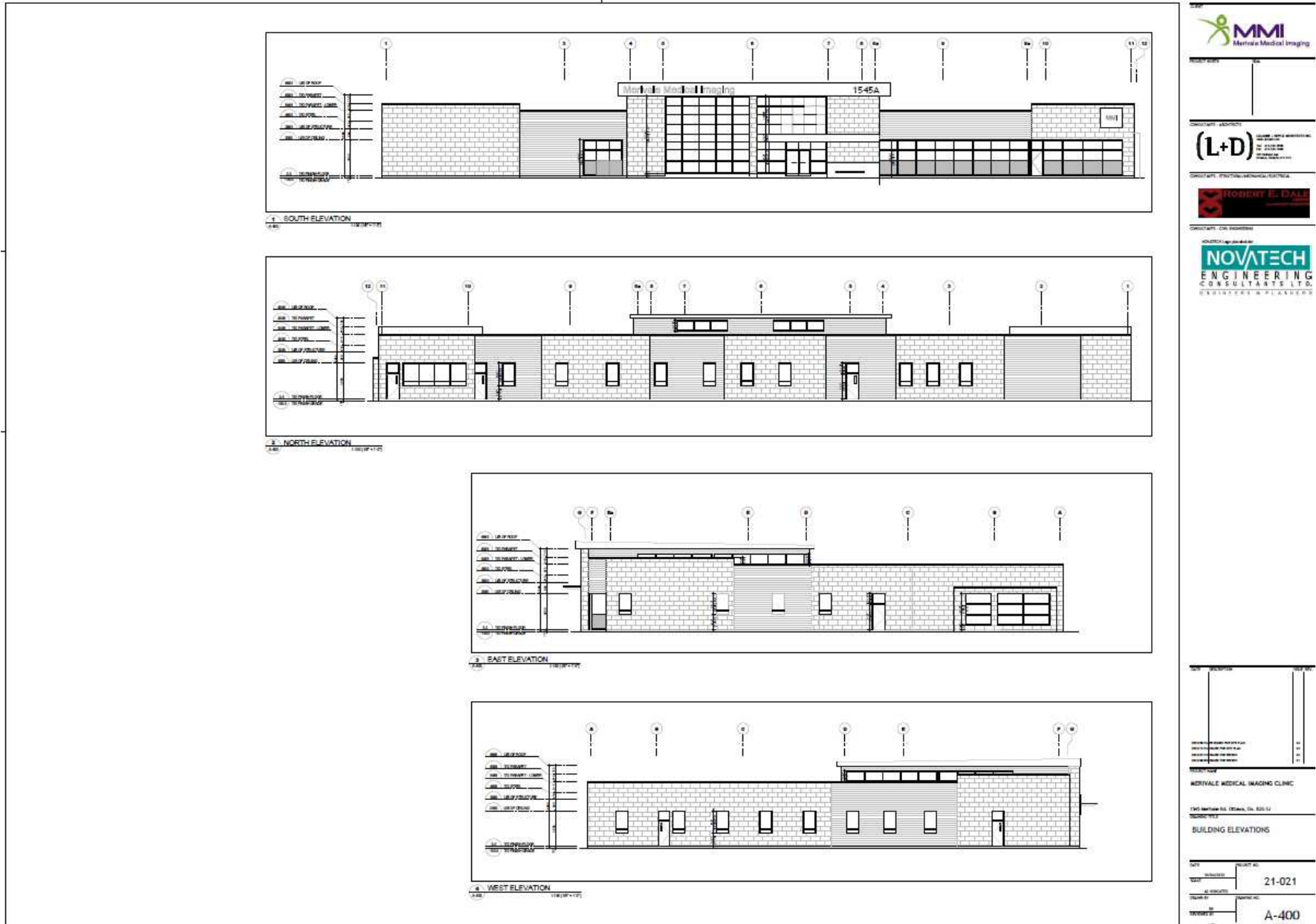
Use	Proposed Area
Site Area	6,905 m <sup>2</sup>
Gross Floor Area - Medical facility	2,566 m <sup>2</sup>
Vehicle Parking Spaces (surface)	70
Vehicle Parking Spaces (below ground)	57
<b>Total Parking Spaces</b>	<b>129 (including 5 Barrier Free)</b>
Bicycle Parking Spaces (surface)	5
Bicycle Parking Space (below ground)	22
<b>Total Bicycle Parking Spaces</b>	<b>27</b>

### 3.1 Site Plan and Landscape Plan

The Site Plan prepared by Lalande & Doyle Architects for the proposed development is shown in **Figure 8**. The Landscape Plan prepared by James B. Lennox and Associates Inc. is shown in **Figure 9**. A rendering of the front facade and building elevations for the development proposal, also prepared by Lalande & Doyle Architects, are shown in **Figure 10** and



Figure 11: Development Proposal - Building Elevations



in the Design Brief section of this report. A full-page Site Plan, Elevations, and Landscape Plan are included in the complete application package.

Figure 8: Development Proposal - Site Plan

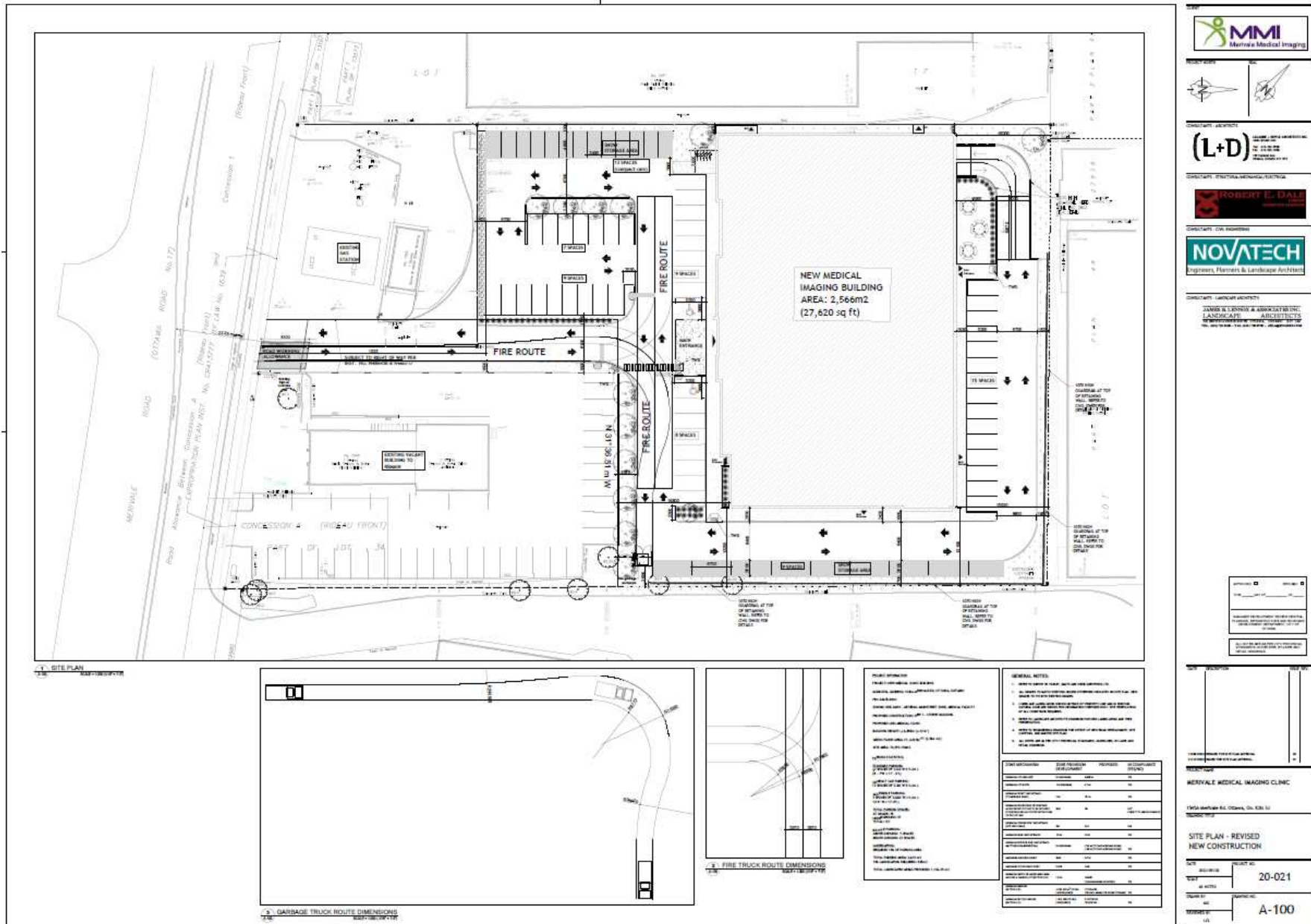
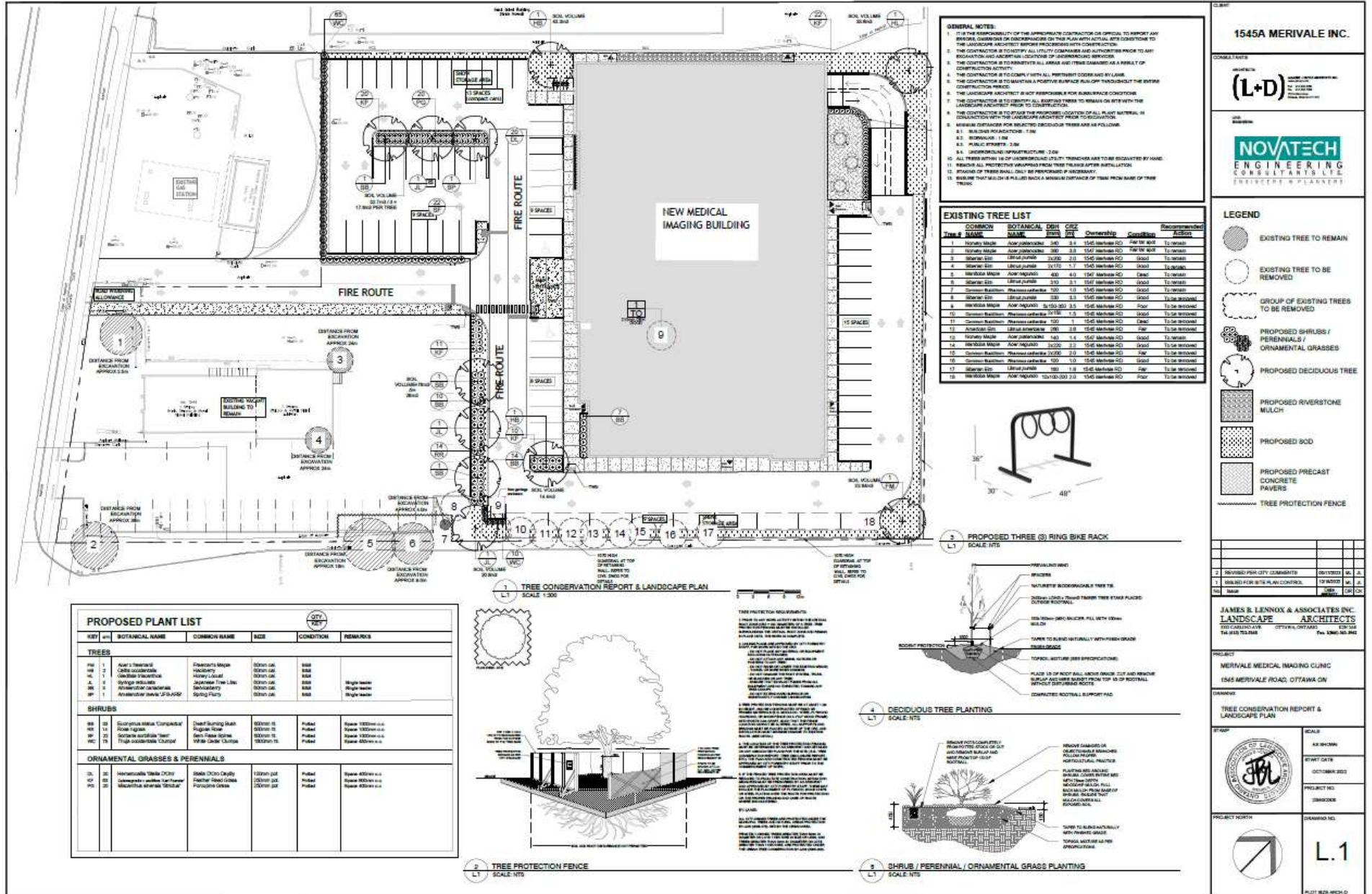


Figure 9: Development Proposal - Landscape Plan



### 3.2 Design Brief

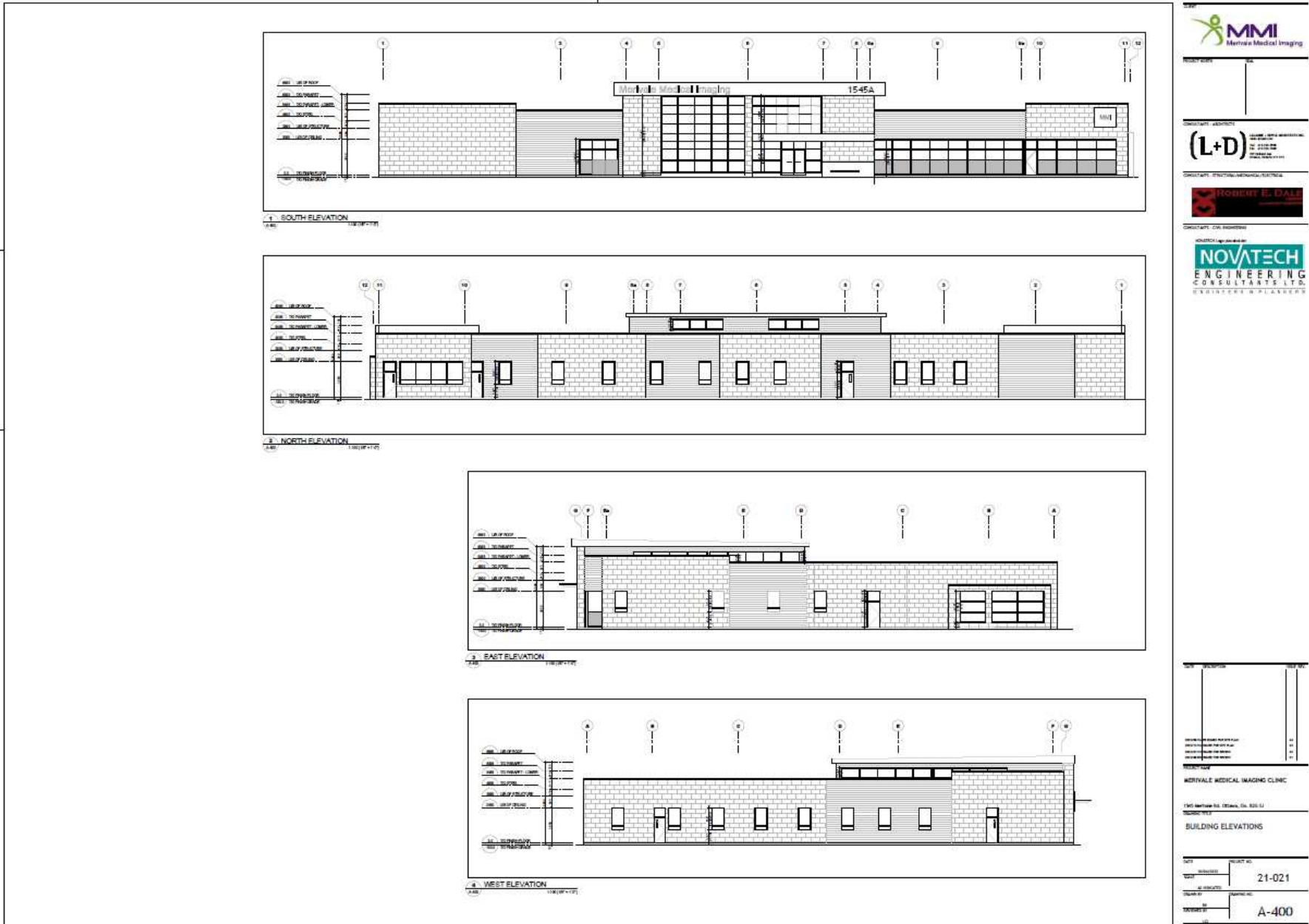
The exterior of the building is to have a one-and-a-half storey high glazed front entrance and reception, with clerestory windows providing natural light deep within the building and generous fenestration for the offices at the front of the building. Smaller windows are distributed over the other three elevations to provide natural light into the interior spaces. The facades are articulated to provide interest and the materials of dressed stone and plank aluminum wood-look cladding give a warm appeal for the building (see **Figure 10**).

The building will also have one-storey below grade parking to provide fifty-seven (57) underground vehicle parking spaces for staff; three of these spaces will be accessible. Secure bicycle parking and mechanical & electrical rooms will also be located within the underground parking area. A full-size elevator and stair provide access to the ground floor.

**Figure 10. Rendering of Front Facade**



Figure 11: Development Proposal - Building Elevations



### 3.3 Requested Planning Approvals

---

To implement the modifications to the site associated with the development proposal, applications for Site Plan Control Approval and a Minor Variance are required. The following variance to the City of Ottawa Comprehensive Zoning By-law (2008-250, as amended), is required to implement the project:

- Variance to Section 186(10)(b)(i) requiring at least 50% of the frontage along the front lot line and corner side lot line to be occupied by building walls located within 3.0 metres of the frontage for Non-residential and Mixed-use buildings to be zero.

The Minor Variance is further discussed in section 4.5.

### 4.0 Planning Rationale

This Planning Rationale has been prepared to review the provincial and municipal land use planning policies that guide development on the Site. It provides our professional land use planning opinion on compliance with applicable policy.

#### 4.1 Provincial Policy Statement

---

The *Provincial Policy Statement* (PPS), issued under Section 3 of the *Planning Act* (revised 2020), provides policy direction on matters of Provincial interest and sets the rules for land use planning in Ontario. It includes policies on managing growth, using and managing natural resources, protecting the environment, and public health and safety.

The underlying principles of the PPS relate to the province's long-term economic prosperity, environmental health and social well-being, which depend on the following:

- Promoting efficient development and land use patterns;
- Accommodating an appropriate range and mix of residential, employment, recreation and open space; and
- Avoiding development and land use patterns that may cause environmental or public health and safety concerns.

The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements.

**Planning Response:** The development proposal represents an efficient development pattern and is underpinned by broad principles of sustainability, by optimizing the use of land via intensification on an existing site. The development contributes to the ongoing success of an existing mix of various commercial uses along an arterial road in proximity to residential neighbourhoods. The site is located on a Transit Priority Corridor as identified in the City's Official Plan, suggesting that future visitors to the site could increasingly arrive by transit and other sustainable modes, in alignment with the PPS objectives around energy conservation, air quality and climate change. The development will also make use of existing municipal services provided along Merivale Road without required upgrades to the municipal systems.

The supporting plans and studies demonstrate that the proposed development can be accommodated on the Site without any anticipated impacts to the health and safety of the surrounding community or natural environment. The site does not contain nor is anticipated to impact any resources such as natural heritage or water, agriculture, minerals and petroleum, mineral aggregate or cultural heritage and archaeological resources.

It is our opinion that the development proposal is consistent with the *Provincial Policy Statement*.

#### 4.2 City of Ottawa Official Plan

---

In 2019, the City of Ottawa began a multi-year process to develop a new Official Plan (OP). The new OP was recommended for approval at a joint meeting of the City's Planning Committee and Agriculture and Rural Affairs Committee on October 14<sup>th</sup>, 2021, and was approved by Ottawa City Council on October 27<sup>th</sup>, 2021. The revised version was adopted by Council on November 24<sup>th</sup>, 2021, as by-law 2021-386. The OP was approved by the Ontario Ministry of Municipal Affairs and Housing with 30 amendments and entered into full force and effect on November 4<sup>th</sup>, 2022. The objective of the OP is to provide high-level land use policy direction that guides growth and development in the City.

**Section 2.1 - The Big Policy Moves** - The five broad policy directions of the OP are Growth Management; Mobility; Urban and Community Design; Climate, Energy and Public Health; and Economic Development. These themes are intended to be the foundation for Ottawa to become the most livable mid-sized city in North America over the next century. The

proposed development is consistent with these broad policy directions. It will contribute to achieving *Big Policy Move 1* regarding intensification by supporting growth in an existing neighbourhood in the already built-up area of Ottawa. The proposed development is also linked to *Big Policy Move 5* regarding economic development, since it is an example of an existing successful business seeking a custom-built space to ensure on-going success of their operations.

**Section 2.2 - Cross-cutting Issues** – Intensification and economic development are also identified as cross-cutting issues which are addressed and implemented throughout multiple sections of the Official Plan. The definition of intensification includes the development of vacant and/or underutilized lots, and intensification includes ensuring that the various elements that make up a complete neighbourhood are keeping up with the increases in population. The proposed medical imaging facility will provide a valuable service in supporting the health of the surrounding community and the city as a whole.

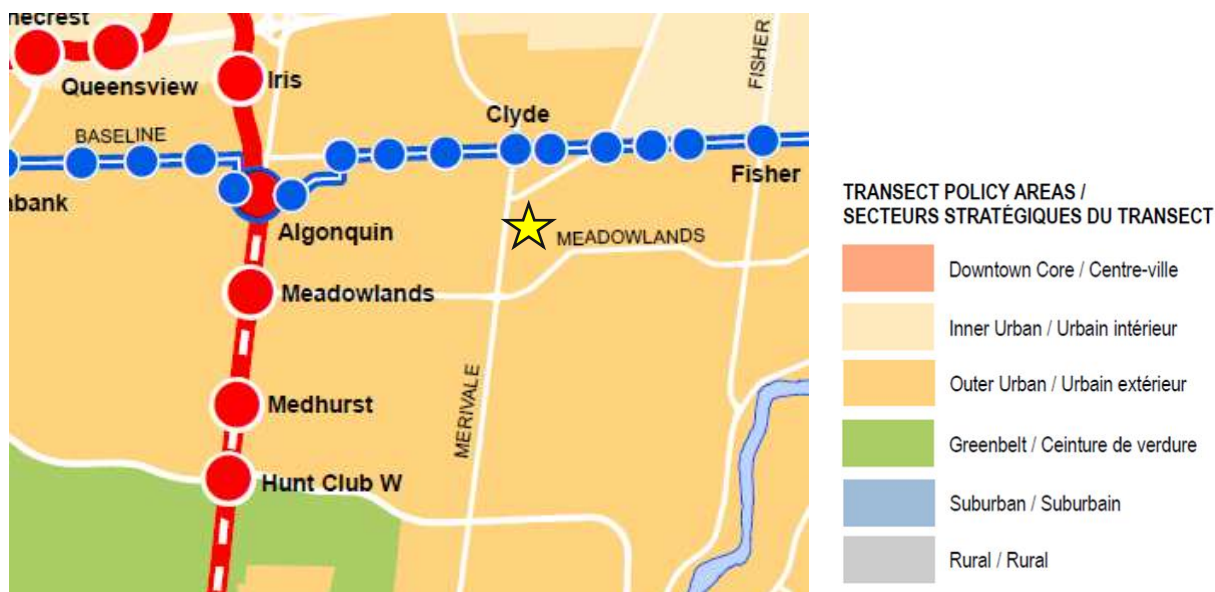
**Section 3 – Growth Management Framework** – The proposed development is within the built-up urban area and could serve as an asset that can help support residential intensification in the surrounding neighbourhoods (S.3.2).

**Section 4.6 – City-Wide Policies, Urban Design** – S 4.6.1 is aimed at promoting design excellence in Design Priority Areas. Merivale Road is designated as a *Corridor – Mainstreet* within a Design Priority Area as per OP Schedule C7A. This Corridor is a Tier 3 Design Priority Area (Mainstreet Corridors and Hubs outside of the Downtown Core), which includes commercial streets reflecting a suburban built form that may transition into a more walkable environment. The proposed building location, set back from but accessible from Merivale Road via a proposed sidewalk, due to the irregular shape of the Site, will not impede the potential of this stretch of Merivale Road from evolving to achieve a more urban and walkable condition over time.

**Section 4.7 – City-Wide Policies, Drinking Water, Wastewater and Stormwater Infrastructure** S. 4.7.1(6) requires redevelopment applications to identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management. The existing condition of the site is almost entirely impervious surfaces. The proposed development includes landscaped areas throughout the parking lot and around the edges of the site.

**Section 5.4 – Suburban Transect** - The new Official Plan divides the City into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of the built environment. The Site is located within the *Outer Urban Transect* (**Figure 12**). The new Official Plan describes the Outer Urban Transect as being comprised of neighbourhoods which generally reflect the conventional suburban model, characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Figure 12. Location of Site on Official Plan (2021), Schedule A – Transect Policy Areas

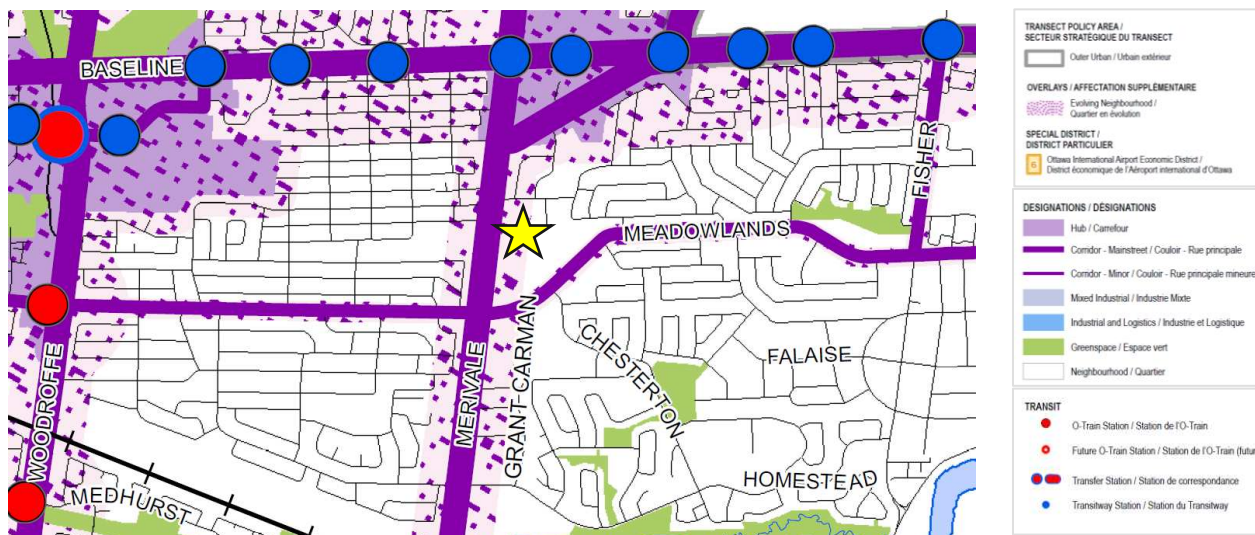




Goals, objectives, and policies to guide future development in the Suburban Transect include S 5.4.1, *Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods*. The proposed development is in alignment with this policy since the site will provide on-site vehicle parking in addition to bicycle parking, and will include a walkway for pedestrians to safely and directly access the building’s main entrance after entering the site from Merivale Road.

**Section 5.6 – Overlays** – Built form overlays are meant to provide direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. The Site is subject to the *Evolving Neighbourhood* overlay, which signals a gradual evolution over time to support intensification. The proposed development would not structurally impede the achievement of a more urban community design for the adjacent parcels directly fronting Merivale Road (1543 and 1545) over time as minimum setbacks are provided and due to the irregularity of the lot the building has been set back to the rear of the property, allowing for infill of adjacent lots that have usable frontage along Merivale Road.

Figure 13. Location of Site on Official Plan (2022), Schedule B3 - Outer Urban Transect



**Section 6.2 – Corridors** – As shown in Figure 13, Merivale Road is designated as a *Corridor – Mainstreet*. As noted in the plan, “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor...”(s.6.2.1.2)

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth
  - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users.

The *Mainstreet Corridor* designation recognizes that the city’s corridors have a different context and policies that foster their development. The OP permits a mix of uses which supports residential uses and the evolution towards a 15-minute neighbourhood and permits residential-only and commercial-only buildings (s. 6.2.2.2 a).

**Section 10.2 – Minimize incompatible land uses** – The proposed development is not anticipated to have any noise or vibration impacts as concluded in the supporting studies which will be incompatible with adjacent land uses, and there is no greenspace in the vicinity of the development that will be impacted.

**Planning Response:** The proposed development represents intensification of a currently under-utilized and vacant building site in the built-up area of Ottawa for a new medical imaging facility. This supports the City of Ottawa’s Official Plan aim of encouraging 15-minute neighbourhoods containing a mix of uses which enable residents to shop, work, and fulfill a range of needs in the communities they live in. Commercial-only buildings are permitted in the Corridor – Mainstreet designation. The proposed development is consistent with the cross-cutting strategic direction of economic development, as the proposed building construction is crucial for ensuring the ongoing commercial success of an existing business (Merivale Medical Imaging).

The building’s architectural features and main entrance are oriented towards Merivale Road and the public realm, and the proposed building does not preclude adjacent parcels (namely 1543 and 1545 Merivale Road) from redeveloping and intensifying over time. Further, the building façade has been designed to provide an appealing and interesting appearance from the street and will contribute to improving the overall urban design of the area compared to the surrounding buildings, in keeping with the Design Priority focus for the area.

The site design has considered internal circulation for pedestrians and transit users through the provision of a separated sidewalk leading from Merivale Road to the main building entrance. The Corridor designation directs density adjacent to the street and recognizing the need for a transition to less dense land uses flanking the corridor. The proposed development provides a transition from future density at the street and the adjacent community leisure zone and R1 zone beyond.

The supporting plans and studies show how the proposed development can be accommodated on the Site without impacts to the surrounding land uses and communities, having an overall positive impact on the economic success and health of the surrounding community.

It is our opinion that the development proposal is in general conformance with the new Official Plan.

### 4.3 Urban Design Guidelines for Development Along Arterial Mainstreets

The Site is located along Merivale Road which was considered an Arterial Mainstreet in the previous (2013) Official Plan, and which is designated as Corridor – Mainstreet in the new Official Plan. The proposed design considers the *Urban Design Guidelines for Development Along Arterial Mainstreets* and has incorporated specific design features to respond to these guidelines:

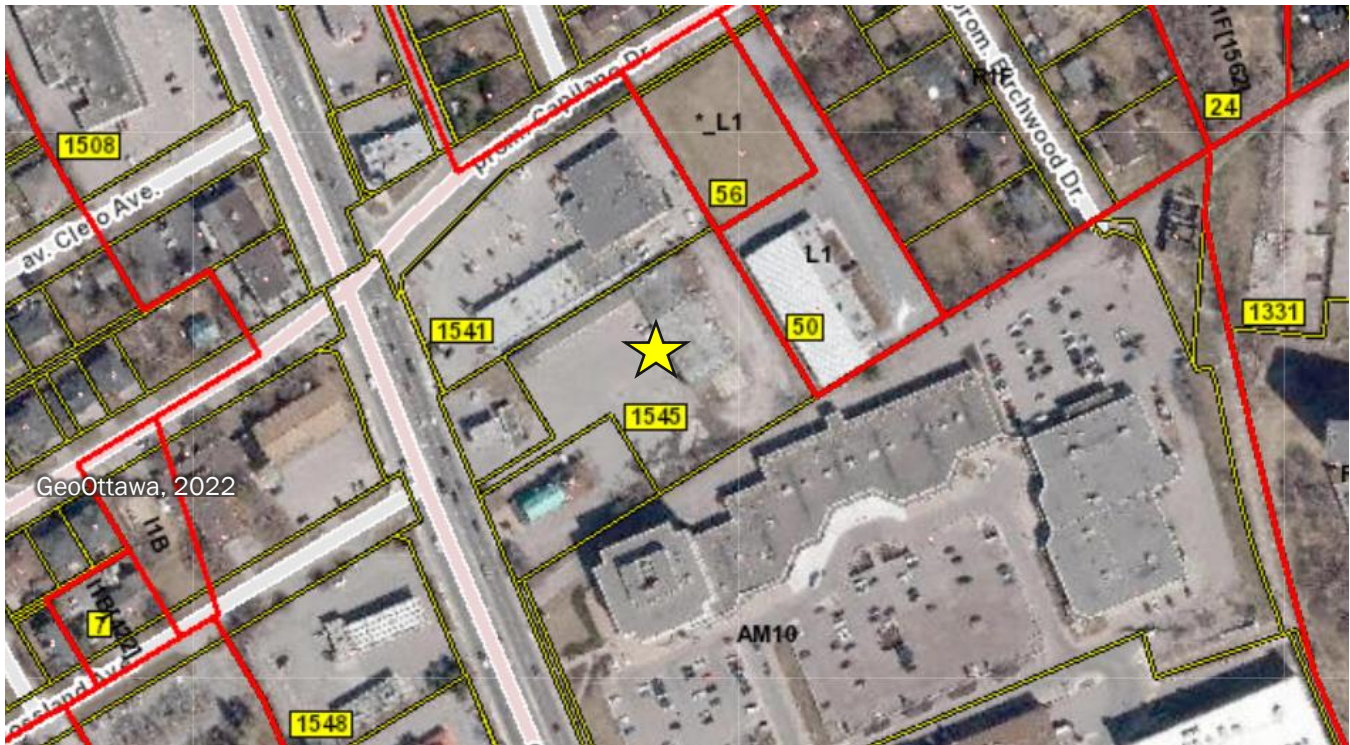
- **Guideline #10** - the proposed building location on the Site is based on an internal circulation pattern that will not preclude the ability of a future redevelopment on the adjacent 1545 Merivale parcel from locating a new building along the public street edge;
- **Guideline #15** - the front façade of the building is proposed to use projections, recesses and texture, which, in combination with ample glazing, will reduce the visual size of the front of the building;
- **Guideline #17** - the front building façade is oriented to face the public street (Merivale Road), with the front doors prominently visible and aligned with the pedestrian access;
- **Guideline #18** - the proposed design uses glazing on the front façade to animate the public realm;
- **Guideline #20** - the proposed design provides a direct, safe, continuous and clearly defined pedestrian access from the public sidewalk to the building entrance;
- **Guideline #24** – the proposed design provides bicycle racks near the front entrance and seating areas intended to be used as a staff amenity area at the rear building entrance.

**Planning Response:** The proposed development is in line with the *Urban Design Guidelines for Arterial Mainstreets* in that it will not preclude intensification over time of the built form of adjacent parcels fronting onto Merivale Road; it incorporates design features to add visual interest; and provides safe and direct pedestrian access from the public sidewalk to the building entrance.

### 4.4 City of Ottawa Zoning By-law 2008-250 Consolidation

The City of Ottawa *Zoning By-law 2008-250* Consolidation (as amended) establishes and regulates the use of land by implementing the policies of the City’s Official Plan into site-specific development performance standards. The Site is zoned Arterial Mainstreet, Subzone 10 (AM10) as illustrated in **Figure 14**. The proposed development is considered a Medical Facility and is permitted in the AM10 Zone.

**Figure 14: City of Ottawa Comprehensive Zoning By-Law (2008, as amended) – Excerpt from GeoOttawa**



The development standards that apply to the AM10 Zone as well as the general provisions for minimum vehicle and bicycle parking standards are outlined in **Table 2** below. The site is located within Area C on Schedule 1A as it relates to parking.

**Table 2. Zoning Compliance Table, AM10**

Zone Mechanism	Zone Provision	Proposed Development	In Compliance (Yes/No)
Minimum Lot Area (m <sup>2</sup> )	No minimum	6,905 m <sup>2</sup>	Yes
Minimum Lot Width	No minimum	4.7 m	Yes
Minimum Front Yard Setback (to Merivale Road)	0 m	78 m	Yes
Minimum percentage of frontage along front lot line to be occupied by building walls located within 3.0m of the lot line	50%	0%	No (see discussion in next section, 4.5 Minor Variance)
Minimum Corner Side Yard Setback (not applicable)	0m	n/a	n/a
Minimum Rear Yard Setbacks	7.5 m	15 m	Yes
Minimum Interior Side Yard Setback (abutting non-residential)	No minimum	12.5 m (to 1547 Merivale Road) 1.69 m (to 1541 Merivale Road)	Yes
Maximum Building Height	30m	6.7 m	Yes
Maximum Floor Space Index	None	0.36	Yes

Zone Mechanism	Zone Provision	Proposed Development	In Compliance (Yes/No)
Minimum width of landscaped area around a parking lot (Section 110)	1.5 m	Varies (1.5m minimum achieved)	Yes
Minimum Parking (Section 101)	4 per 100 m <sup>2</sup> of GFA (103 required)	127 spaces 105 (incl areas for snow storage)	Yes
Minimum Bicycle Parking (Section 111)	1 per 1,000 m <sup>2</sup> of GFA (2.5 required)	5 outdoor 22 indoor	Yes

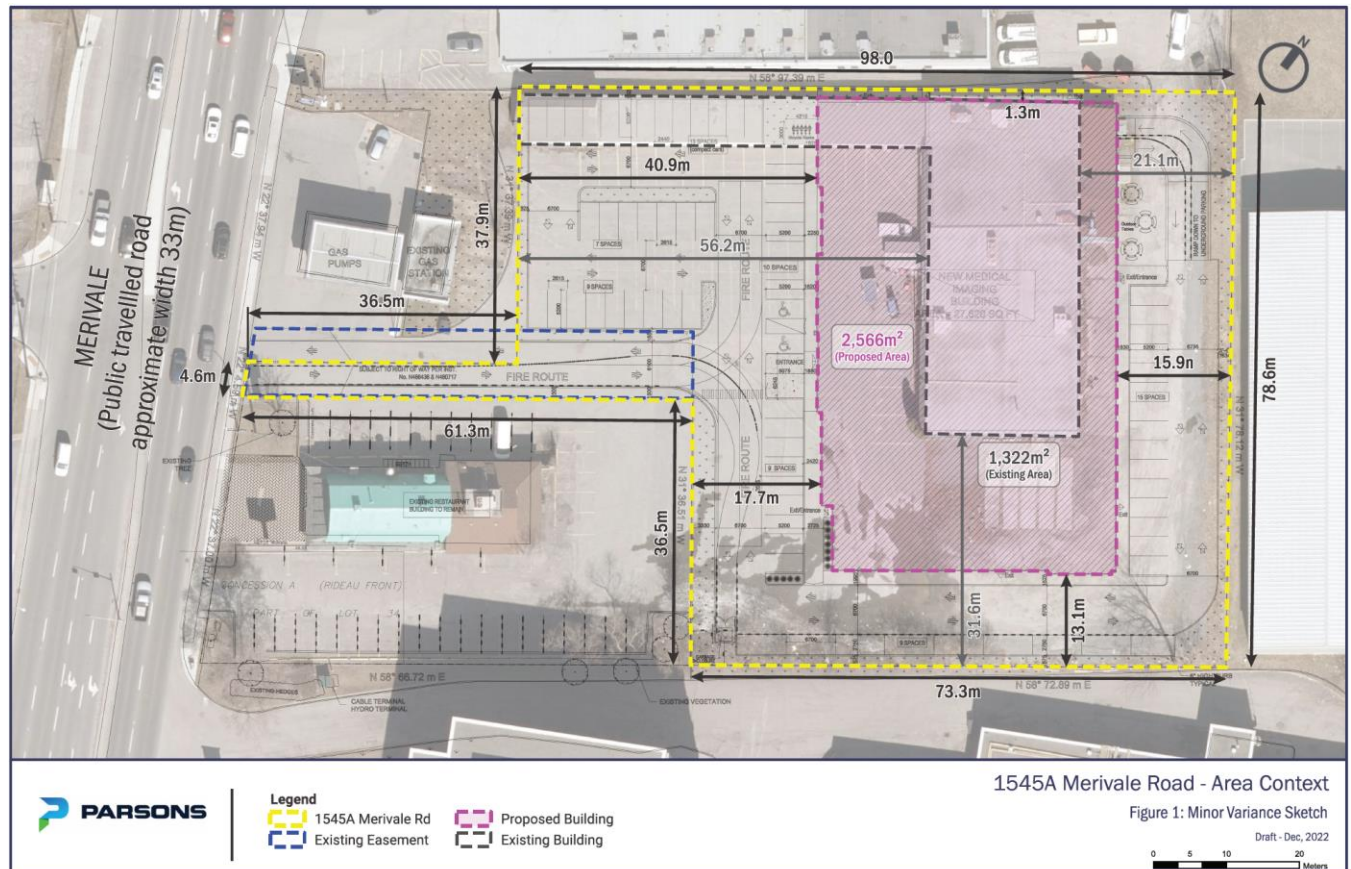
**Planning Response:** The objective of the Zoning By-law is to establish and regulate land use by implementing the policies of the City’s Official Plan into site-specific development performance standards. The proposed Medical Facility is a Permitted Non-Residential Use within the Arterial Mainstreet 10 Zone and meets all of the general and site-specific performance standards of the zone save for the requirement that requires that 50% of the lot frontage be occupied by buildings. The inability to meet this performance standard is due to the irregularity of the lot and will not impede the adjacent lots from achieving this objective in the future. The rationale for seeking a minor variance to this provision is provided in the next section.

It is our opinion that the development proposal meets the general purpose and intent of the Zoning By-law.

### 4.5 Minor Variance

In support of a request for a Minor Variance to the Zoning By-law, a variance sketch as per O.Reg 200/96 is included below (**Figure 15**). The sketch shows the subject site (1545A Merivale Road), setbacks to the lot lines for the existing and proposed buildings and indicates the location of an existing registered easement/right-of-way for the site access that it shares with the adjacent Gas Station site.

Figure 15. Minor Variance sketch, 1545A Merivale Road



The AM10 Subzone includes specific design provisions related to building walls within a distance of the front and corner lot lines. Section 186(10)(b)(i) of the *Zoning By-law* includes the following provision for the AM10 Subzone:

*the minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings.*

In response to staff comments at the initial Pre-Consultation Meeting, the building was shifted closer to Merivale Road relative to the initial design, with some vehicle parking located behind the building and provision for a direct and visible connection to the front entrance of the building via a sidewalk connection to the street. However, due to the irregular shape of the Site with only 4.7m of frontage along Merivale Road – which provides the only access to the Site – a minor variance to grant relief from Section 186(10)(b)(i) will be required to enable the proposed development.

Applications for Minor Variance are evaluated based on four tests that are set out in Ontario *Planning Act* (Section 45(1)). These tests require the determination of whether:

1. The variance is desirable for the appropriate development or use of the lot;
2. The variance conforms to the general intent and purpose of the Official Plan;
3. The variance confirms to the general intent and purpose of the Zoning By-law; and
4. The variance is minor in nature.

#### **Planning Response:**

It is our opinion that the requested variance is desirable and appropriate for the development/intensification of the lot and is minor in nature, insofar as:

1) The variance is desirable for the appropriate development and use of the lot, since due to the irregular shape of the lot and the very narrow frontage on Merivale Road, any structure located along the frontage would block access to the property. In addition, the width of the frontage is only 4.7m, which is too narrow to realistically accommodate a building even if this area were not the only access to the site. In the absence of relief being granted from this provision, the site would be undevelopable on its own. The access has been designed to accommodate a one-way driveway connection as well as an adjacent sidewalk to provide a direct connection to the front of the proposed building. A registered easement/right-of-way provides the opposing one-way driveway to the street.

2) The Official Plan provides broad level land use planning policy direction to guide the physical growth of the City. The variance conforms to the general intent and purpose of the Official Plan in that an intent of the Corridor – Mainstreet designation is to locate maximum building heights and densities closest to the corridor. The proposed siting of the medical facility building on the 1545A lot will not preclude the adjacent sites directly fronting Merivale Road (1543 and 1545) from redeveloping in the future with buildings sited close to the street edge and the proposed building will act as a transition between denser developments and the adjacent Leisure and residential 1<sup>st</sup> density zone beyond. As outlined in Section 4.2 of this report, the medical office use, and commercial-only building is a permitted use in the applicable designations of Corridor – Mainstreet designation, and this use provides a valuable health service to the surrounding community with convenient connection to the city transit and arterial road network. The proposed sidewalk provides a direct connection from the street offering a safe and direct pedestrian link from the Site to the municipal networks. Further the site is providing the minimum parking spaces required (in consideration of areas required for snow storage) and the provision of bicycle parking spaces well beyond the minimum required.

3) The Zoning By-law is intended to implement the objectives and policies of the Official Plan, providing more site-specific direction for development in the City by regulating land use and the scale of development to ensure compatibility among land uses and to ensure that developments do not result in impacts to the surrounding land uses. The development has been designed to adhere to all the general and zone-specific provisions of the Zoning By-law except for the requirement to have 50% of the frontage along front lot line to be occupied by building walls located within 3.0m of the frontage. Due to the irregularity of the lot with only 4.7 meters frontage and providing the site's only access, this provision could not be implemented on this lot, however is in keeping with the general intent in purpose of

the Zoning By-law of contributing and not impeding a strong street edge through the redevelopment of adjacent lots to have buildings at the street and meeting all other site-specific and general provisions of the Zoning By-law.

4) The *Planning Act* does not provide a definition of what is considered “minor”, leaving the interpretation of scale regarding any requested variances to be made on a case-by-case basis. The measure is best made when considering the impact or end result of implementing the requested variances. Moreover, while percentage calculations may be indicative, if the first three tests are met, the variances can often be considered minor. While the variance would reduce the requirement to zero, the subject parcel, only has 4.7 metres of frontage on Merivale Road and is largely located behind the adjacent parcels of 1543 and 1545 Merivale Road. The 4.7 metre frontage provides room for a one-way driveway (the other by way of easement on the adjacent property) and room for a sidewalk connection to the proposed building. The variance does not impede future redevelopment of the neighbouring parcel to meet this provision in the future (the proposal maintains required setbacks from all other lot lines). Further, the site plan design includes the provision of services within its footprint, and landscape buffers around its edges providing an improved site aesthetic. There are no anticipated impacts to the adjacent properties or community.

On the basis of the foregoing, it is our opinion that the variance is in keeping with the general purpose and intent of the Official Plan and Zoning By-law, is desirable for the appropriate development of the lot, and as a technical amendment due to the irregularity of the lot, is minor in nature as it is not anticipated to have an impact on the surrounding land uses.

## 5.0 Consultation

This application is subject to public consultation given that the proposed new building has a gross floor area of more than 1,860 square metres. The City of Ottawa’s standard process for consultation will be adhered to. Upon submission of the Application for Site Plan Control, on-site signage will be posted to notify the adjacent landowners and the public of the proposal. Supporting documents to the application will be made available on the City’s Development Applications Search page for public review. The applicant will assist in providing answers to public enquiries as required. Further notification by the City will be posted on the site as part of the Minor Variance Application. The applicant team was also invited, made presentations and answered questions at a community information session organized by the councillor on February 7<sup>th</sup>, 2023.

## 6.0 Planning Conclusion

The proposal is for the development of a one-storey medical facility along Merivale Road. Due to the irregularity of the lot with only a 4.7 metre street frontage, the building is required to be located to the rear of the site however directly connected to the street via a new sidewalk to the main entrance of the building. The proposed layout of the 1545A site does not preclude the future redevelopment of the adjacent properties including 1543 and 1545 Merivale Road to redevelop with buildings at the street.

Due to the irregularity of the lot, the requested minor variance seeks relief from the requirement to have 50% of the frontage to contain building within 3 metres of the lot line. It is our opinion that the proposed development meets the tests of a minor variance as outlined in Section 45 of the *Planning Act* in that the proposal is desirable for the appropriate development of the lot, the proposal meets the general purpose and intent of the Official Plan and Zoning By-law and that the variance is minor in nature. Moreover, the proposal is consistent with the Provincial Policy Statement.

It is our opinion that the implementation of the development proposal will result in good land use planning and should be approved.

Respectfully Submitted,

Parsons Ottawa



Pamela Whyte, MCIP, RPP  
Manager of Planning – Parsons Ottawa



## Appendix A: Pre-consultation Correspondence

---

**From:** Gorni, Colette <colette.gorni@ottawa.ca>  
**Sent:** Tuesday, September 20, 2022 4:15 PM  
**To:** Whyte, Pamela [NN-CA] <Pamela.Whyte@parsons.com>  
**Cc:** Gorni, Colette <colette.gorni@ottawa.ca>  
**Subject:** [EXTERNAL] RE: 1545A Merivale Road: Proposed Medical Imaging Building

Hi Pamela,

It was great chatting yesterday. Please see a summary of our discussion below for your reference.

- Staff are pleased to see that the required minimum rear yard setback is now provided, increased landscaping in the surface parking lot, pedestrian walkway from Merivale Road, introduction of underground parking, and the pedestrian sidewalk along the perimeter of the building.
- Although it is disappointing that the proposed building could not be brought to the Merivale frontage, staff understand that the subject site, 1545A Merivale Road, and the neighbouring site, 1545 Merivale Road (has significant Merivale frontage) are under separate ownership and are intended to be developed separately.
- An underground parking plan will be a submission requirement for the Site Plan

- Control application – see updated list of required plans and studies.
- Please note that the minimum aisle width requirement is 6.7m, as per Section 107(c)(i) and Table 107 in the Zoning By-law. The provided site plan currently shows aisle widths of 6m.
  - Please note that a 1.5m landscaped buffer must be provided between the perimeter of the parking lot and a lot line, as per Section 110(1) of the Zoning By-law. It appears that this requirement is not being met along the southern property line, and where the subject site abuts the gas station property.
  - Ensure that pedestrian paths of travel comply with AODA standards. Consider increasing the width of the pedestrian pathway providing access to the facility from Merivale, and the sidewalk along the southern façade of the building.
  - Consider shrinking the building size to accommodate the above-noted zoning requirements.
  - As previously discussed, relief is required from Section 186(10)(b)(i) of the Zoning By-law, which requires that at least 50% of the frontage along the front lot line to be occupied building walls located within 3.0 metres for non-residential buildings. Relief can be obtained by way of Minor Zoning By-law Amendment or Minor Variance.
    - Should you wish to go the minor variance route, please consult with a Committee of Adjustment Planner before proceeding. The Committee of Adjustment Planner for this area of the City is [siobhan.kelly@ottawa.ca](mailto:siobhan.kelly@ottawa.ca).

Please let me know if you have any questions or concerns.

Regards,

**Colette Gorni**

Planner II | Urbaniste II

Development Review Central | Services d'examen demandes d'aménagements secteur centre

Planning, Real Estate and Economic Development Department

City of Ottawa | Ville d'Ottawa

613-580-2424, ext./poste 21239

[Colette.Gorni@ottawa.ca](mailto:Colette.Gorni@ottawa.ca)





**APPLICANT'S STUDY AND PLAN IDENTIFICATION LIST**

Legend: **S** indicates that the study or plan is required with application submission.  
**A** indicates that the study or plan may be required to satisfy a condition of approval/draft approval.

For information and guidance on preparing required studies and plans refer [here](#):

S/A	ENGINEERING		S/A
S	1. Site Servicing Plan	2. Site Servicing Study	S
S	3. Grade Control and Drainage Plan	4. Geotechnical Study / Slope Stability Study	■
■	5. Composite Utility Plan	6. Groundwater Impact Study	■
■	7. Servicing Options Report	8. Wellhead Protection Study	■
S	9. Transportation Impact Assessment (TIA)	10. Erosion and Sediment Control Plan / Brief	S
S	11. Storm water Management Report / Brief	12. Hydro geological and Terrain Analysis	■
■	13. Hydraulic Water main Analysis	14. Noise Study	S
■	15. Roadway Modification Functional Design	16. Confederation Line Proximity Study	■

S/A	PLANNING / DESIGN / SURVEY		S/A
■	17. Draft Plan of Subdivision	18. Plan Showing Layout of Parking Garage	S
■	19. Draft Plan of Condominium	20. Planning Rationale	S
S	21. Site Plan	22. Minimum Distance Separation (MDS)	■
■	23. Concept Plan Showing Proposed Land Uses and Landscaping	24. Agrology and Soil Capability Study	■
■	25. Concept Plan Showing Ultimate Use of Land	26. Cultural Heritage Impact Statement	■
S	27. Landscape Plan	28. Archaeological Resource Assessment Requirements: <b>S</b> (site plan) <b>A</b> (subdivision, condo)	■
S	29. Survey Plan	30. Shadow Analysis	■
S	31. Architectural Building Elevation Drawings (dimensioned)	32. Design Brief (may be included as part of the planning rationale)	S
■	33. Wind Analysis		■

S/A	ENVIRONMENTAL		S/A
S	34. Phase 1 Environmental Site Assessment	35. Impact Assessment of Adjacent Waste Disposal/Former Landfill Site	■
S	36. Phase 2 Environmental Site Assessment (depends on the outcome of Phase 1)	37. Assessment of Landform Features	■
■	38. Record of Site Condition	39. Mineral Resource Impact Assessment	■
S	40. Tree Conservation Report	41. Environmental Impact Statement / Impact Assessment of Endangered Species	■
■	42. Mine Hazard Study / Abandoned Pit or Quarry Study	43. Integrated Environmental Review (Draft, as part of Planning Rationale)	■

S/A	ADDITIONAL REQUIREMENTS		S/A
S	44. Applicant's Public Consultation Strategy (may be provided as part of the Planning Rationale)	45. Site Lighting Plan	■
A	46. Site Lighting Certification Letter	47.	

Meeting Date: September 19, 2022

Application Type: *Site Plan Control*

File Lead (Assigned Planner): Colette Gorni

Infrastructure Approvals Project Manager: Julie Candow

Site Address (Municipal Address): 1545 Merivale Rd

\*Preliminary Assessment: 1  2  3  4  5

\*One (1) indicates that considerable major revisions are required before a planning application is submitted, while five (5) suggests that proposal appears to meet the City's key land use policies and guidelines. **This assessment is purely advisory and does not consider technical aspects of the proposal or in any way guarantee application approval.**

*It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, the Planning, Real Estate and Economic Development Department will notify you of outstanding material required within the required 30 day period. Mandatory pre-application consultation will not shorten the City's standard processing timelines, or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application. This list is valid for one year following the meeting date. If the application is not submitted within this timeframe the applicant must again pre-consult with the Planning, Real Estate and Economic Development Department.*

110 Laurier Avenue West, Ottawa ON K1P 1J1 Mail code: 01-14  
110, av. Laurier Ouest, Ottawa (Ontario) K1P 1J1 Courier interne : 01-14

Visit us: [Ottawa.ca/planning](http://Ottawa.ca/planning)  
Visitez-nous : [Ottawa.ca/urbanisme](http://Ottawa.ca/urbanisme)