



Merivale Mall - Harvey's Drive Through

Planning Rationale
Site Plan Control
June 12, 2020



Prepared for First Capital

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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Introduction

Fotenn Consultants Inc. ('Fotenn'), acting as agents for First Capital Asset Management LP ('First Capital'), is pleased to submit the enclosed Site Plan Control application for the lands municipally known as 1642 Merivale Road (the 'subject property') and generally known as Merivale Mall. The subject property is located in the Meadowlands community of the City of Ottawa.

1.1 Overall Vision

Through an assessment of several properties in their portfolio, First Capital has identified Merivale Mall as an excellent opportunity for redevelopment and intensification. Over time, First Capital intends to improve and revitalize the property by:

- / Adding residential uses to create a more complete community;
- / Establishing a form of development that will be context-sensitive and respectful of the adjacent neighbourhood;
- / Improving the public realm and pedestrian experience of both Merivale Road and Viewmount Drive, as well as the internal "streets" with quality building design, active ground floor uses, greater pedestrian connections, and areas for landscaping and open space; and
- / Maintaining and enhancing the ongoing operations of the existing shopping centre building over the medium-term, while allowing for ultimate redevelopment of the entire site.

The vision and envisioned phasing for the redevelopment are closely tied to First Capital's obligation to honour existing tenant leases and its intention to work with key tenants to ensure continued presence into the future, serving current and future residents of the surrounding community and the broader city.

In order to facilitate the intensification of the southern portion of the lands, the existing Harvey's drive-through must be relocated. Harvey's has an existing lease which continues for several years and therefore the store must be relocated to permit the intensification to proceed.

The current Site Plan Control application is for the relocated Harvey's building and the associated site improvements that are required to facilitate its development. Functionally, this represents a relocation of the existing Harvey's drive through, rather than a new restaurant. Due to leasing obligations, infill development on the southern portion of the lands is contingent on the relocation of the Harvey's Drive Through.

Future Site Plan Control applications will provide additional design and detail for the proposed mixed-use and residential buildings on the site.

1.2 Application History

In May 2019, a Zoning By-law Amendment application (File No. D02-02-19-0052) was submitted to permit the development of a 12-storey mixed use building at the corner of Merivale Road and Viewmount Drive, and a second mid-rise building further west, along Viewmount Drive. The application also proposes a new public park in the southwest corner of the site. This application is ongoing and currently working through the development review process.

Through this concurrent application, minor relief from certain Arterial Mainstreet Subzone 10 (AM10) provisions are also being sought to permit a better building design and to respond to the site context. Additional relief with respect to the proposed Harvey's building will also be sought through this application.

Surrounding Area and Site Context

The subject property is legally described as Part of Block F on Registered Plan 401392 and Part of Lot 31, Concession 1, and is located at the north-western corner of the intersection of Merivale Road and Viewmount Drive, approximately 400 metres south of Meadowlands Drive. The property has a frontage of approximately 415 metres along Merivale Road and 161 metres along Viewmount Drive, with a total area of approximately 6.5 ha. The subject property is dominated by a two-storey shopping mall building (Merivale Mall) and associated surface parking. Vehicular access to the site is provided via a signalized intersection at Merivale Road and Basil Macdonald Way and a two-way unsignalized intersection at Viewmount Drive and Glenmanor Drive.

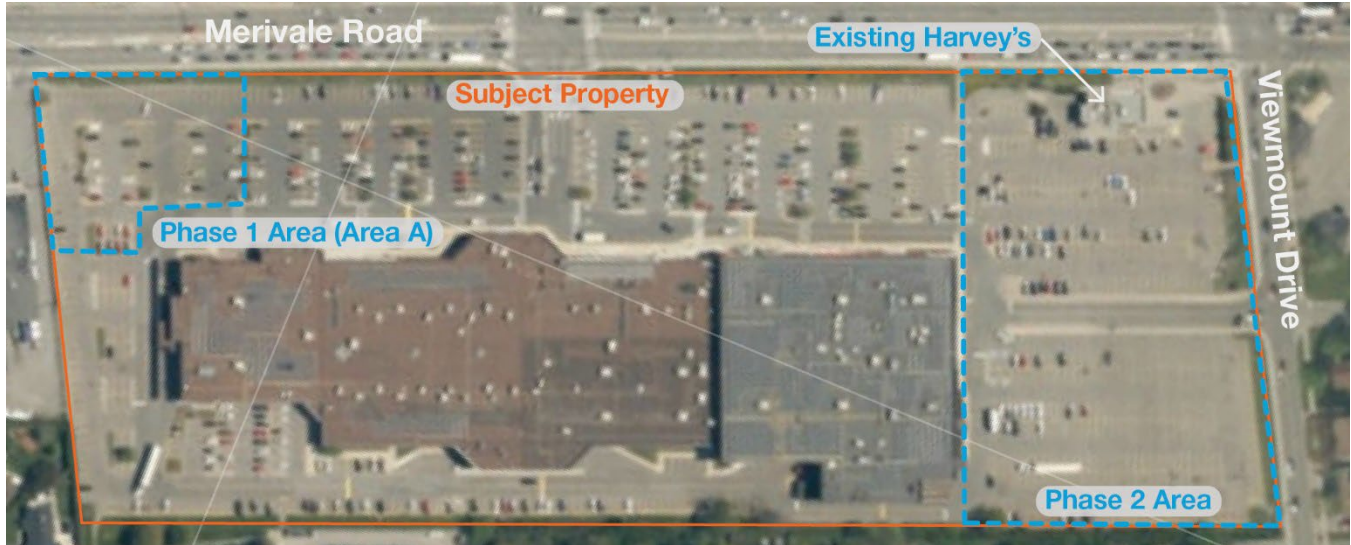


Figure 1: Subject Property

As the longest single frontage on Merivale Road within the Arterial Mainstreet designation, the subject property contributes significantly to the existing character of Merivale Road corridor as a commercial shopping corridor. Consistent with the existing character of the Merivale Road, the layout and functioning of the site is dominated by a large central shopping mall surrounded by surface parking. An existing Harvey's Drive Through is located at the southeast corner of the subject property. The current anchor tenant of Merivale Mall includes a large retail food store; the operations of this and other tenants relies on high visibility from Merivale Road.

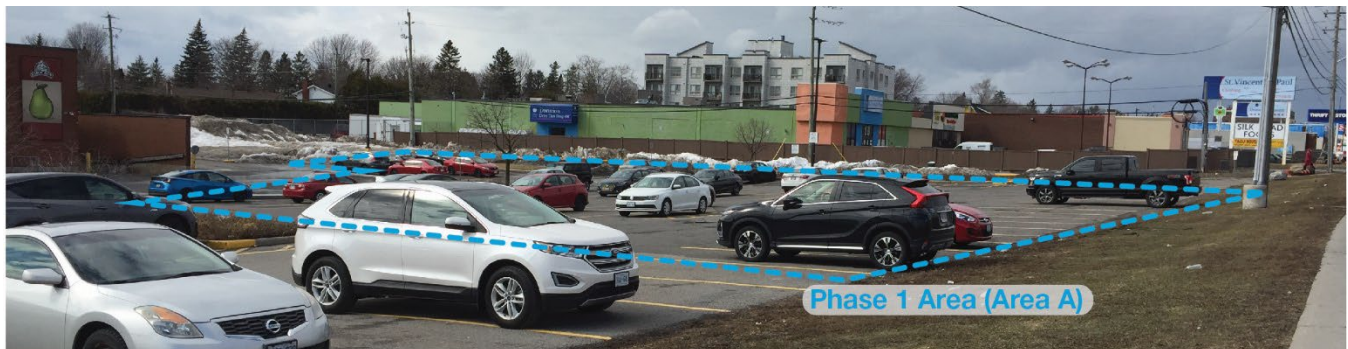


Figure 2: Photograph of Harvey's Phase 1 Intervention Area

The proposed new Harvey's location occupies the northeast corner of the subject property; labelled as the Phase 1 Area in Figure 1. As shown in Figure 2, this area is currently occupied by surface parking.

2.1 Context

Merivale Road functions both as a Mainstreet corridor for residential neighbourhoods to the east and west, and as a commercial destination serving the larger city. For greater clarity, while the Arterial Mainstreet designation extends from Baseline Road to Hunt Club Road ('Merivale Arterial Mainstreet'), the section of Merivale Road between Baseline Road and Viewmount Drive is a contiguous commercial corridor ('Merivale Corridor') recognized by the Merivale Road Secondary Plan. The subject property is an important contributor to the Merivale Corridor, both due to its substantial frontage, as well as its position at the southern gateway to the Corridor.



Figure 3: Proposed New Harvey's Location and Context

The Harvey's Drive Through is proposed to be relocated to the northern end of the subject property, which is currently occupied by surface parking between the front and rear lot lines. The following land uses are found in proximity to proposed Harvey's location:

North: A thrift store and a retail food store front on Merivale Road directly north of the subject property. Further north are large-format and shopping centre retail uses. Low-rise residential lots abut the westernmost 37 metres of the subject property's north (interior side) lot line.

East: Facing the northern end of the subject property across Merivale Road is a mid-rise (six-storey) retirement residence fronting on Merivale Road. Directly east of these developments are multiple twelve-storey residential developments. Northeast and southeast of the proposed Harvey's site, across Merivale Road, are shopping centre and large-format retail uses with significant surface parking.

South: Merivale Mall, including a large retail food store (Farm Boy), is located on the subject property directly south of the proposed Harvey's site. Facing the subject property, on the south-western corner of the Merivale Road and Viewmount Drive intersection, is a gas station.

West: Low-rise residential uses abut the subject property's western edge. Nearest the proposed Harvey's site are townhomes in a planned unit development, with single family homes predominating further south. The residential community to the west is commonly known as Crestview-Meadowlands

The current AM10 policies came into effect in 2015. Since then, only three small-pad infill projects have been completed as determined by GeoOttawa historical aerial photography. These are a bank drive through (BMO) at 1450 Merivale Road, a restaurant drive-through (A&W) at 1454 Merivale Road and a multi-tenant pad located at 1445 Merivale Road.



Figure 4: 1650 Merivale (existing Harvey's), 1450 Merivale, 1454 Merivale and 1445 Merivale Frontages.

Over this period, policies and zoning requirements have come into effect for Arterial Mainstreets that are intended to facilitate transit-supportive redevelopment and foster a pedestrian-friendly atmosphere along Mainstreets. These policies and provisions have generally pushed buildings towards the street and encouraged active street facades.

2.2 Transportation Network

Merivale Road is an important transportation route in Ottawa, with strong multi-modal planned function. Along the subject property's frontage, Merivale Road is a four-lane bi-directional road with an additional discontinuous turning lane. Merivale Road is identified as an arterial street on Schedule E to the Official Plan. Arterial roadways are core routes in the transportation system and are expected to carry substantial volumes of traffic. Viewmount Drive is a two-lane collector roadway with an additional turning lane in some locations. Basil McDonald Way and Glenmanor Drive, both of which terminate at the subject property, are two-lane local roads. Basil McDonald Way has an enhanced intersection with Merivale Road, with three total lanes.

The current character of the transportation network in the vicinity of the subject property is highly automobile-oriented. The City of Ottawa plans to enhance multi-modal transportation options in the area, particularly along Merivale Road.

Merivale Road is also a transit priority corridor as shown on Schedule D to the Official Plan. Isolated measures, intended to improve the speed and reliability of bus public transit, are indicated for Merivale Road. The implementation of these measures has not yet been planned. Merivale Road is also a spine route in the City of Ottawa's planned cycling network. The timing and design details to construct dedicated cycling infrastructure on Merivale Road have not been planned.

Merivale Road, Viewmount Drive and Basil McDonald Way are all equipped with sidewalks on both sides of the road.



Figure 5: Planned Active Transportation and Transit Network in the Vicinity of the Subject Property

Proposed Development

The proposed development consists of a new drive-through restaurant ('Harvey's) to be located on the northernmost portion of the subject property, fronting Merivale Road. This new drive-through will replace the existing Harvey's drive through restaurant located at the corner of Merivale Road and Viewmount Drive, which will be demolished to make way for a new mixed-use high-rise building on the south side of the site. The proposed new Harvey's will infill a portion of the property that is currently used only for surface parking.

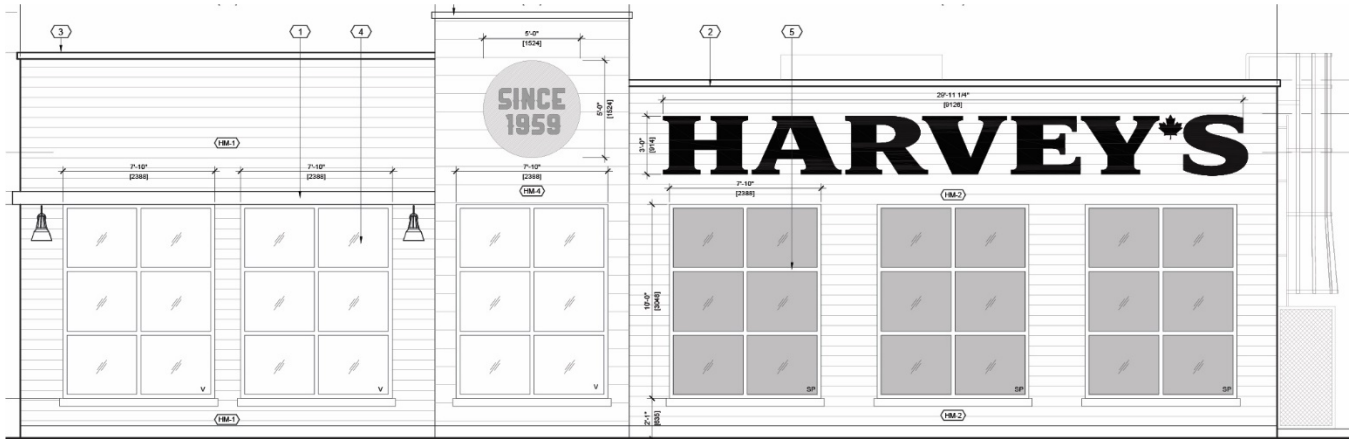


Figure 6: Front Elevation of the Proposed Development

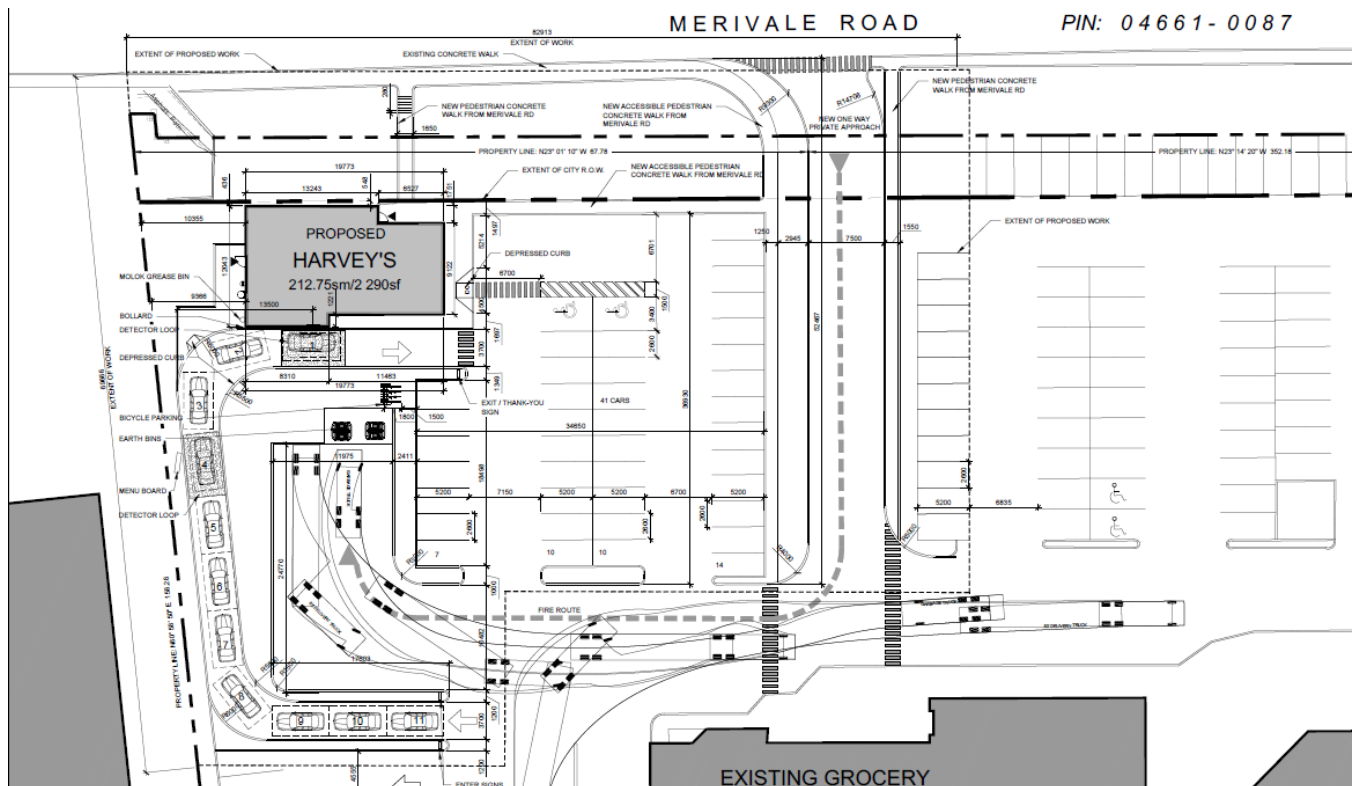


Figure 7: Extract from Proposed Site Plan

The proposed building is a one-storey commercial building with a tall ground floor and decorative parapet, as shown in Figure 6. The customer entrance is located along the Merivale frontage, on a section of wall that jogs back to create architectural variety. Approximately half of the interior of the building is occupied by a customer order and seating area. Strong connections from the outside of the building to the customer seating area are created through generous glazing on three walls. The remainder of the floor plate is occupied by customer washrooms and the commercial kitchen. The drive through lane is screened from the street by the building and accesses a delivery window at the rear of the building. Loading and garbage areas are also located at the rear of the building, behind the drive-through lane.

As part of this development, a new right-in only access is proposed from Merivale Road. New sidewalks are proposed for both sides of this new access, providing a safe pedestrian pathway into the site from Merivale Road. A new pathway from the Merivale Road public sidewalk to the proposed building's main entrance is proposed. The development requires the reconfiguration of the existing parking field to accommodate the new building and drive-through. There are 108 existing parking spaces which will be impacted in the Phase 1 Area. Of these, 46 will be removed and not replaced, 41 will be replaced as part of the parking lot directly adjacent to the Harvey's, and 21 will be slightly reconfigured. 44 spaces will be reconfigured into a new parking lot for the Harvey's. The shopping centre's parking areas are currently coordinated and shared by tenants and will continue to be shared.

The proposed development is the relocation of the existing Harvey's use to a new area of the subject property. As a stand-alone development, it fills in an important section of street frontage between the retail uses on the adjacent property and the Merivale Mall building, adding active uses to the street front. It must also be considered as the first step in a larger redevelopment plan for the subject property. By relocating an existing drive-through restaurant from a section of the site with strong short-term redevelopment potential to a section of the site which is unlikely to see significant intensification in the near future, the proposed development unlocks the potential for high-density, mixed-use transit oriented development on the southern portion of the subject property.

Policy and Regulatory Framework

4.1 City of Ottawa Official Plan

The subject property designated as Arterial Mainstreet on Schedule B of the Official Plan, as indicated in Figure 9. The Arterial Mainstreet designation is a stand-alone designation that applies to properties fronting on the Mainstreet. Arterial Mainstreets are planned to provide a mix of uses, and to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places. Mainstreets should be planned and developed to take advantage of their multi-modal facilities.



Figure 8: Excerpt from Schedule B of the Official Plan

Many properties, like the subject property, are of a size and depth where not all development will occur adjacent to the Mainstreet. Policy 4 of Section 3.6.3 of the Official Plan articulates that over time the property should be developed in a manner that will facilitate multi-modal access, an enhanced pedestrian environment, measures to reduce the visual impact of surface parking, landscaped areas along street frontages, and over time, a development that is oriented towards the Mainstreet. The building format of new infill development should enclose and define the street edge with active frontages that provide direct pedestrian access to the sidewalk.

A broad range of uses is permitted on Arterial Mainstreets, including new drive-through facilities, per Policy 8 of the Official Plan. These facilities will be evaluated on the basis of design objectives and principles in Section 2.5.1, compatibility policies set out in Section 4.11 of the Official Plan, and any applicable Council-approved design guidelines.

Considered in isolation, the proposed development represents an incremental infilling of the Merivale Road frontage, adding active uses with street frontage and pedestrian access to a location that is currently occupied by surface parking. The proposed development location fills in the frontage between two existing larger scaled commercial uses. The drive-through use is permitted by the policies of Section 3.6.3 and has been designed to minimize impacts on pedestrians while contributing to a more active street frontage.

As part of a larger redevelopment project, the proposed Harvey's relocation is required to facilitate the introduction of high-rise infill development on the southern portion of the site. This infill development will introduce residential

uses to the subject property at transit-supportive densities that will contribute to the evolution of Merivale Road from an auto-oriented commercial shopping street to the envisioned mixed-use corridor. As part of the concurrent Zoning By-law Amendment application, a series of development principles will ensure that future phases of the redevelopment on the shopping centre property implement Policy 4 of Section 3.6.3 of the Official Plan.

4.1.1 Section 2.5.1 – Designing Ottawa

All development is subject to the community design criteria set out in Section 2.5.1 of the Official Plan. As a development located in a Design Priority Area, the proposed development will be reviewed for its contribution to an enhanced pedestrian environment and its response to the distinct character and unique opportunities of the area. The proposed development responds to the identified Design Objectives in the following ways:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**
The proposed development is similar in design and function to the existing small-pad retail and drive-through developments which give Merivale Road its character. With respect to building setback and facade glazing, the proposed development represents an improvement on the existing Harvey's building to be replaced by the proposed development.
- 2. To define quality public and private spaces through development**
The design of the proposed building frames the Merivale Road frontage and infills between two existing commercial buildings, adding active uses to the street front. The proposed new road access will begin to break up the subject property's Merivale Road frontage into pedestrian-scaled blocks.
- 3. To create places that are safe, accessible and are easy to get to, and move through.**
New pedestrian accesses to the proposed new building and to the existing mall building will facilitate safe pedestrian movement across the site. The new drive-through is proposed to be located to the rear of the new building, tucked against the interior side property line, minimizing the potential for vehicular-pedestrian conflicts.
- 4. To ensure that new development respects the character of existing areas.**
The proposed new Harvey's building reflects and enhances the existing character of the Merivale Corridor, while freeing up a portion of the subject property for development that will help to evolve Merivale Road towards the Corridor's planned Mainstreet function and character.
- 5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**
The proposed development shifts existing uses around the site to free up the area of the subject property that is most appropriate for high-rise, mixed-use development. In this way, the proposed development facilitates the evolution of the subject property.
- 6. To understand and respect natural processes and features in development design.**
Significant onsite and offsite soft landscaping is proposed. The selected tree species are non-invasive, salt-tolerant species appropriate for streetscape planting in Ottawa. Native flowering perennials, including butterfly milkweed, purple coneflower and white turtlehead, are proposed to create habitat for birds and butterflies.
- 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**
Options for energy-efficient design are being explored, including potential LEED designation for the proposed building.

4.1.2 Section 4.11 – Urban Design and Compatibility

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. This Planning Rationale, particularly the following sections, address the requirement for a Design Brief.

The following table explains how the proposed development responds to the applicable policies of Section 4.11:

| Policy | Proposed Development |
|--|---|
| Building Design | |
| 5. Compatibility of new buildings with their surroundings will be achieved through the design of and its relationship to the existing desirable character and planned function of the surrounding area. | The proposed development strongly resembles the existing character of the Merivale Corridor, as seen in the filling-out of the commercial corridor with small out-parcel development over the past two decades. The development will also facilitate the evolution of the corridor by allowing for the redevelopment of the southern portion of the subject property with a project that responds strongly to the planned function of the corridor. |
| 6. New development will orient the principle façade and entrances to the street, include windows on elevations that are adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate building entrances. | The principle facade is oriented towards the street; incorporates a street-facing active entrance; connects interior customer sitting areas to the street with transparent windows, and, uses an alcove/facade setback to accentuate the primary building entrance. |
| 7. The intersections of arterial and collector roads can serve as gateways into communities and can support the greatest density of housing and commercial services. | The proposed development frees up the section of the subject property located at the intersection of an arterial and collector roadway for high-density development that highlights the corner and represents the evolution of the corridor. |
| 8. All servicing, loading areas, and other required equipment should be internalized into the base of the building where possible, or screened from public view | The servicing, waste removal and drive-through lanes are located to the rear of the building, abutting the interior side lot line, minimizing vehicular-pedestrian conflicts. The building and proposed landscaping will screen these areas from public view. |

| Policy | Proposed Development |
|--|---|
| Massing and Scale | |
| 10. The appropriateness of the development will be assessed using criteria set out in the Secondary Plan. | The Secondary Plan specific criteria for built form, massing and scale are considered in Section 4.2 of this Rationale. |
| Design Priority Areas | |
| 22. The portion of the buildings adjacent to the public realm will be held to the highest building design standards and incorporate specific building design features. | Responding to the specific criteria set out in Policy 22, the proposed building incorporates: <ul style="list-style-type: none"> a. A taller first storey; b. Creation of a new frontage parallel to the street; c. Transparent windows at grade; d. Use of an alcove to accentuate the main entrance and soften the public-private interface; and, g. Signage that contributes to the commercial character of the area. h. Direct pedestrian connection between the building and the street. |
| 23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements. | The portion of the development facing the public realm incorporates high-quality design, including the following features: <ul style="list-style-type: none"> / Active, transparent glazing to interior customer seating areas; / Seven new trees are proposed to be planted in the boulevard created by the Right of Way widening; and / Three new pedestrian connections from the public sidewalk into the subject property are proposed, two of which will be barrier-free. |
| 24. The massing and scale of development will define public spaces (e.g. streets). | The active frontage of the building is set back less than one metre from the Merivale Road protected right-of-way and will help to define the pedestrian environment. |

4.2 Merivale Road Secondary Plan

The Merivale Road Secondary Plan – prepared in 1982, revised 16 years later and further amended in 2015 – focuses on the commercial area of Merivale Road. It anticipates change and development coming mainly in the form of development of the remaining vacant commercial parcels, infill projects on already-developed parcels, and redevelopment. The plan is primarily urban design focused.

The plan identifies several urban design, built form and land use objectives relevant to the proposed development:

- / To improve the visual quality of the Merivale Corridor for all users - transit riders, pedestrians, cyclists and drivers;
- / To create a sense of identity and general continuity through the use of design and architectural treatment;
- / To encourage building forms that are flexible and adaptable to a variety of uses to support growth and change, are multiple rather than single storeys, and are directly connected to the perimeter of blocks;
- / To continue the permission for retail and office uses, allowing a natural growth and response to market demand;

- / To encourage the provision of additional housing opportunities in the form of mixed-use developments and, where appropriate, stand-alone residential uses.

Policy 1 of Section 3.1.1.2 encourages the development of either street-edge buildings, or U-shaped court buildings. Street-edge buildings will link the buildings directly to the public realm. Facades of these street-edge buildings should be designed with active entrances and transparent windows that will enliven the pedestrian realm.

Section 3.1.2.1, Pedestrian Realm, requires public sidewalks to be connected to sidewalks on adjacent private retail properties. The frontage of any property should be enhanced with significant landscape features for up to 25% of its length (Section 3.1.2.2).

The proposed development conforms to the policies and design objectives of the Secondary Plan. It represents an infilling and continuation of existing commercial uses, while facilitating future multi-storey mixed use and residential development. The proposed building form is attached to the street, and high-quality architectural details, including at-grade transparent glazing and active entrances are included.

4.3 Urban Design Guidelines

4.3.1 Urban Design Guidelines for Drive-Through Developments

Council approved the Urban Design Guidelines for Drive-Through Developments in 2006. These guidelines promote appropriate development of drive through facilities and are meant to be applied with sensitivity to site-specific context and conditions.

The proposed new drive-through responds to the following relevant guidelines:

- / The pedestrian level façade facing the street is transparent, with windows that maximize views in and out of the building (Guideline 6). The portion of the building occupied by customer seating area is generously glazed, to compensate for the “back of house” portion of the building that is not compatible with transparent glazing (Guideline 7). That portion of the front façade that cannot accommodate transparent glazing is articulated with spandrel windows and detailing to reduce the visual impact of an unglazed wall (Guideline 8).
- / Three new 1.2 metre wide walkways are provided from the public sidewalk to interior of the subject property, two of which are barrier-free. Two of these new walkways connect to the proposed development’s street front active entrance (Guideline 10).
- / The customer entrance door is located to be directly accessible from the parking area and the public sidewalk (Guideline 13). The stacking lane is located to the rear of the building, with surface parking located to the side of the building (Guideline 17).
- / The start point to the stacking lane is located so traffic along public and internal streets will not be blocked (Guideline 21) and is separated from parking areas by a landscaped island (Guideline 24). Onsite circulation has been designed to minimize the conflicts between pedestrians and vehicles (Guideline 25)
- / Trees are proposed spaced seven metres apart in the public boulevard created by the Right of Way dedication (Guideline 28), which will be landscaped to create a six-metre vegetated buffer (Guideline 30).
- / “Earth Bins” for waste enclosure are located to the rear of the building and designed to minimize visual impacts (Guideline 42).

The proposed Harvey’s drive through has been designed to respond to the Urban Design Guidelines for Drive Through Development.

4.3.2 Urban Design Guidelines for Development Along Arterial Mainstreets

City of Ottawa Council approved the Urban Design Guidelines for Arterial Mainstreet development in 2006. The intention of these guidelines is to foster compatible development and facilitate the gradual transition to a more intensive form of development on Arterial Mainstreets.

The proposed Harvey's drive through responds to the following design guidelines which are additional to the Urban Design Guidelines for Drive Through Development:

- / The new building is located along the street edge (Guideline 1) and is set back from the front property line (not including the Right of Way dedication) less than three metres (Guideline 6).
- / New development compatible with the general physical character of adjacent neighbourhoods (Guideline 7).
- / The location of the new development, including the proposed new access, creates a pedestrian-sized block and an internal circulation pattern that can act as the framework for future intensification (Guideline 10).
- / Proposed development facilitates creation of new residential uses on southern portion of subject property, permitting intensified, mixed-use development (Guideline 11).
- / Building signage respects the building scale and contributes to the streetscape (Guideline 43).

The proposed development respects the majority of the objectives and guidelines for development along Arterial Mainstreets set out in the Council-approved design guidelines.

4.4 City of Ottawa Comprehensive Zoning By-law 2008-250

The property is zoned Arterial Mainstreet, Subzone 10 (AM10), as shown in Figure 9. The purpose of the Arterial Mainstreet Zone is to:

- / Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial; and
- / Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The Arterial Mainstreet zone is generally permissive with respect to use, and **drive-through facility** and **restaurant** are permitted uses. The Arterial Mainstreet zone is also generally permissive with respect to minimum building setbacks.

The AM10 subzone is generally applied to properties along Carling Avenue, Merivale Road, St. Laurent Boulevard and Montreal Road. It enforces additional performance standards related to minimum building frontage, minimum building height, front façade glazing and active entrances. The intent of AM10 is to only permit development that creates an active street frontage.



Figure 9: Zoning on the Subject Property

The proposed development is subject to the following Zoning Performance Standards:

| Provision | Requirement | Proposed | Complies |
|--|--|--|----------|
| Lot Area | No minimum | 65,540.9 m ² | ✓ |
| Lot Width | No minimum | 420 m | ✓ |
| Front Yard | No minimum for mixed-use building | Varies/min 0.5 m | ✓ |
| Interior Side yard | No minimum | Varies/min 9.3 m | ✓ |
| Rear Yard | 7.5 m (abutting R1 zone) | N/A | ✓ |
| Frontage Requirement | 50% of front lot lines must be occupied by building within 3 m of lot lines | 26.9% (Harvey's intervention area) 4.7% (entire frontage) | ✗ |
| Active Frontages | Minimum 50% of ground floor (to 4.5 m) composed of glazing and active entrances | 45% (including spandrel) 22.5% transparent glazing only | ✗ |
| Active Entrances | Min. 1 active entrance per ground floor occupancy | 1 located in setback along front facade | ✓ |
| Minimum Building Height (Within 10 m of front and corner side lot lines) | Total: min two storeys (7.5 m) Ground floor: min 4.5 m | One storey (5.1 m) (6.7 m to parapet) | ✗ |
| Maximum Building Height | Within 20 m of R1 zone: 11 m 20-30 m from R1 Zone: 20 m 30+ m from R1 Zone: 30 m (9 storeys) | 5.1 m (6.7 m to parapet) | ✓ |
| Minimum Parking | 10/100 m ² GFA: 21 spaces | 41 | ✓ |

| Provision | Requirement | Proposed | Complies |
|--|--|--|----------|
| Parking Location | Not in required front yard | Interior side yard | ✓ |
| Queuing Spaces | Minimum 7 before/at order board & 11 total Min dimensions of 3x5.7 m | 8 before menu board (11 total). 3*5.7 m dimensions | ✓ |
| Aisle and Access | Single drive lane: Min 3 m Double drive lane: Min 6.7 m Aisle: Minimum 6.7 m | Single drive lane: min 3.7 m Double drive lane: min 6.7 m Aisles: 6.7 m | ✓ |
| Loading space | Requirement triggered at 1,000 m ² GFA | 0 (two loading areas provided) | ✓ |
| Landscaping | 3 m buffer between parking and lot lines 15% of parking lot (210 m ²) must be landscape area | 1,365 m ² | ✓ |
| Outdoor Loading & Refuse Collection | Within parking lot, min 9 m from street and 3 m from other lot lines; 2 m opaque screen | Refuse collection located behind the building and set back from property lines. "Earth Bins" are designed to avoid need for screening. Vegetated buffer provides enhanced screening. | ✗ |
| Bicycle Parking | 1/250 m ² restaurant GFA = 1 | 4 spaces | ✓ |

A concurrent Zoning By-law Amendment has been submitted (File No. D02-02-19-0052) which seeks to amend the necessary zoning provisions identified above to permit the proposed development. It is understood that the Zoning would need to be approved prior to the Site Plan Control application.

5.0 Supporting Plans and Studies

5.1 Site Servicing and Stormwater Management

DSEL has prepared a Site Servicing and Stormwater Management Report, as well as civil engineering plans for the proposed development. The proposed development is serviceable from a water, sanitary and stormwater perspective.

5.2 Transportation Impact Assessment

As the proposed development represents the relocation of an existing drive through, a Transportation Impact Assessment has not been prepared in support of the enclosed Site Plan Control application. However, a Transportation Impact Assessment was prepared by CGH Transportation in support of the Zoning By-law Amendment Application for 1642 Merivale Road (Merivale Mall), which considers the relocated drive-through and proposed new right-in access.

5.3 Geotechnical Study

Paterson prepared a Geotechnical Study in support of the Zoning By-law Amendment Application for 1642 Merivale Road (Merivale Mall). This study also addressed the requirements for a geotechnical study on the new Harvey's intervention area. From a geotechnical perspective, the subject property is suitable for the proposed development.

5.4 Environmental Site Assessment (ESA)

Golder Associates Ltd. conducted a Phase One Environmental Site Assessment for the Harvey's intervention area, dated September 2019. Based on the findings of this Phase One ESA, which identified one Area of Potential Concern, a Phase Two ESA was recommended.

Through the Phase Two ESA investigation, soil samples were taken to conduct laboratory testing. All soil samples submitted for analysis had concentrations below thresholds identified by the Ministry of Environment, Conservation and Parks. As such, no further investigation or intervention is recommended. These findings are summarized in the enclosed Phase Two ESA, dated November 2019.

The proposed development is appropriate and recommended on the basis of the required plans and studies.

Conclusions

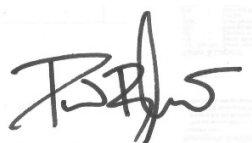
It is our professional opinion that the proposed Site Plan constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development conforms to the policies of the Arterial Mainstreet designation of the Official Plan as well as the design objectives and compatibility criteria;
- / The development conforms to the built form and land use policies of the Merivale Road Secondary Plan;
- / The development maintains the general spirit and intent of the Urban Design Guidelines for Drive Through Restaurants and the Urban Design Guidelines for Development along Arterial Mainstreets;
- / The development meets the majority of the requirements of the Zoning By-law;
- / The development represents infill of an existing shopping centre site, consistent with similar infill development along the Merivale Road corridor over the past two decades and necessary to facilitate the desired evolution of the Merivale Road corridor per the Official Plan. The proposed development will facilitate the redevelopment of the southern section of the subject property, which will add residential to the existing retail site, at transit-supportive densities, implementing the objectives of the Official Plan for Arterial Mainstreets and Transit Priority Corridors. Without the relocation of the existing Harvey's restaurant and their existing lease agreement, the intensification and mix of uses will not be possible;
- / Requested relief from selected AM10 requirements is being sought through the concurrent Zoning By-law Amendment application (File No. D02-02-19-0052); and,
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Bria Aird, M.P.I
Planner



Paul Black, MCIP RPP
Senior Planner