



Planning Rationale in Support of an Application for:

Zoning By-law Amendment (Major)
Site Plan Approval

351 Sandhill Road
City of Ottawa

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I Introduction

1 Purpose of Report

Holzman Consultants Inc. (“HCI”) has been retained by the Kanata Muslim Association (the “Applicant”), to prepare a planning rationale in support of an application for Zoning By-law Amendment (Major) and Site Plan Control, to facilitate the use of the subject property as a place of worship (mosque and community centre) and for the conversion of the existing single detached dwelling for that use and the ultimate construction of an additional 2 storey, plus basement structure on the parcel of land municipally known as 351 Sandhill Road in Kanata North. The Subject Site is outlined in red in [Exhibit A](#).

Exhibit A: Properties Map



2 Site Description and Surrounding Land Uses

[Exhibit B](#) provides a diagram of the existing lot configuration, while [Exhibit C](#) illustrates the location of the Subject Property. Finally, [Exhibit D](#) provides an aerial overview of the lot as it exists today, in relation to the neighbouring properties.

The Proposed Development fronts onto the west side of Sandhill Road and is currently improved with a detached single-family dwelling and detached storage shed. The Subject Property’s legal descriptions and lot dimensions are listed below.

Address	Frontage (m)	Depth (m)	Property Area (m ²)	PIN
351 Sandhill Road	61.0	133.85	8174.65	045170006

Exhibit B: Lot Configuration

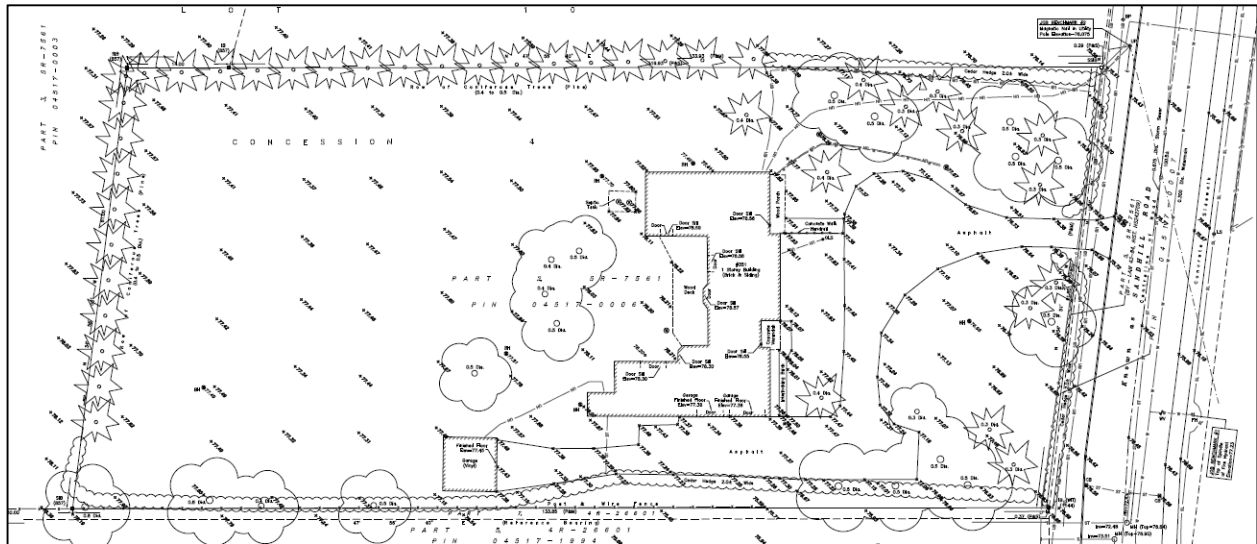


Exhibit C: Location Map

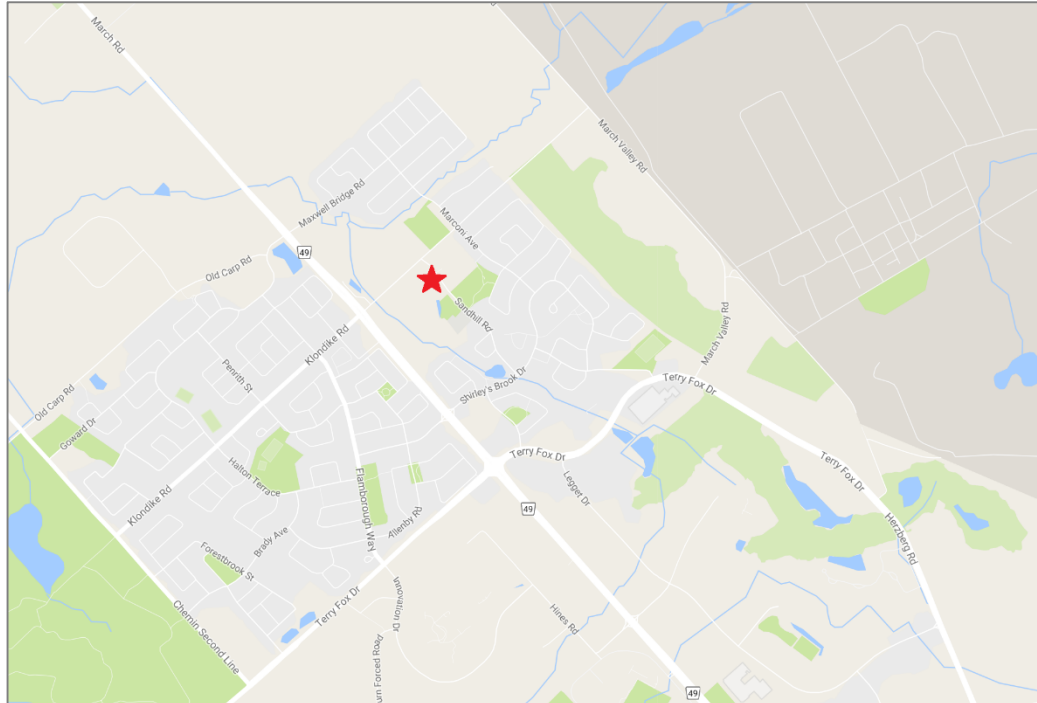
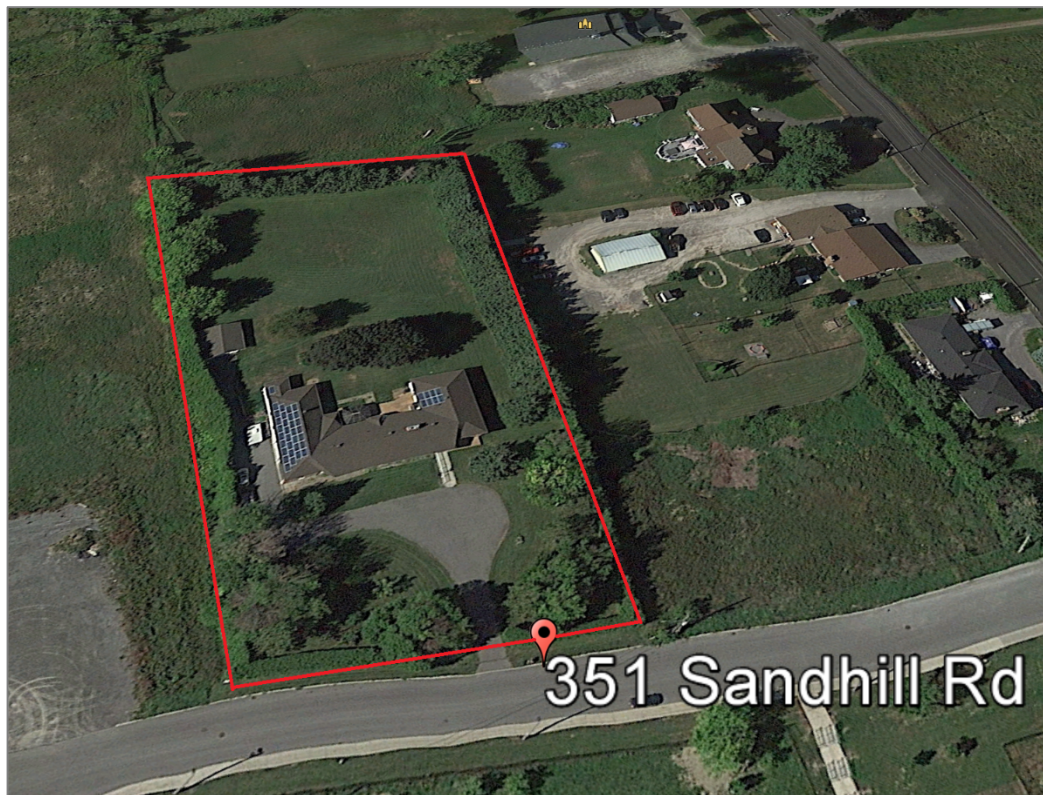


Exhibit D: Aerial Overview



Sandhill Road runs east-west between Shirley's Brook Drive and Klondike Road. It is a two-lane street with a paved sidewalk running along the north side.

The Subject Property is bound by a variety of uses, the majority of which are institutional type. The area to the north is occupied by the South March Public School. Abutting the rear interior side yard of the Subject Property is the Greenwoods Academy, a Montessori school that fronts onto Klondike Road. The lands immediately adjacent to the Subject Property on both sides lie vacant. The Brookside Baptist Church is located northwest of the site along Klondike Road. Finally, just west of the Subject Property is the St John's Anglican Church and cemetery, another like use to the proposed development.

3 The Proposed Development

Kanata Muslim Association (KMA) is a community religious organization that promotes teachings of Islam and offers religious and spiritual services to the Muslim community in the Kanata North. The organization currently runs programs and activities that benefits residents and the workers of the nearby Kanata North High Tech Area. KMA also works with other mosques, churches and city organizations to promote inclusiveness in our city.

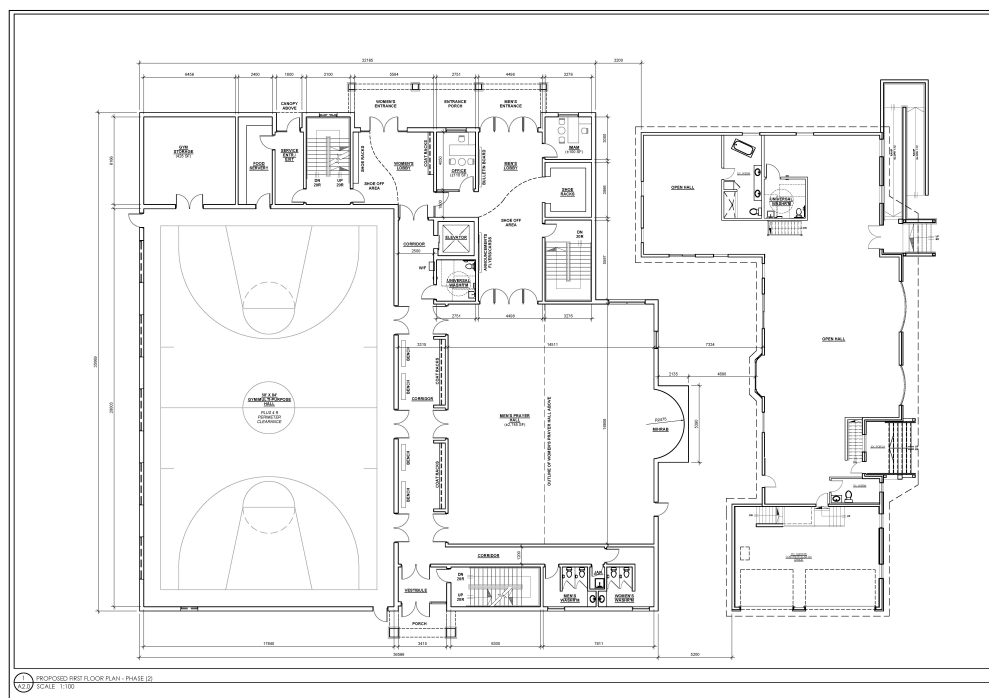
The proposed development will see the subject property become a mosque and community centre for the Kanata Muslim Association. The Kanata Muslim Association is pursuing this particular development location in large part due to its close proximity to the presence of a sizeable Muslim community and the Kanata North High Tech Park, as well as being accessible by active

transportation methods such as walking and cycling. The congregation currently rents a variety of spaces for its use, and the approval of this application would bring these spaces together into one purpose-built facility. The spaces currently being rented include the following:

- (1) The congregation currently rents a 700 square feet space in a strip mall (2km from the site) for daily worship services and programs.
- (2) The congregation is currently renting space and worshipping at the City-owned Richcraft Recreation Complex on Fridays, which does not meet the needs of this active and growing community.
- (3) The organization also rents meeting rooms in Richcraft Recreation Complex and Old Town Hall for small events and meetings.
- (4) The organization rents the halls located at Kanata Recreation Complex and John M lack Centre for large community events.

The proposed development will enable the Kanata Muslim Association to bring many of its programs and services in one place to fulfill the space needs for its worshipers, as well as to provide an additional set of complementary outreach services such as recreation, education and meeting space.

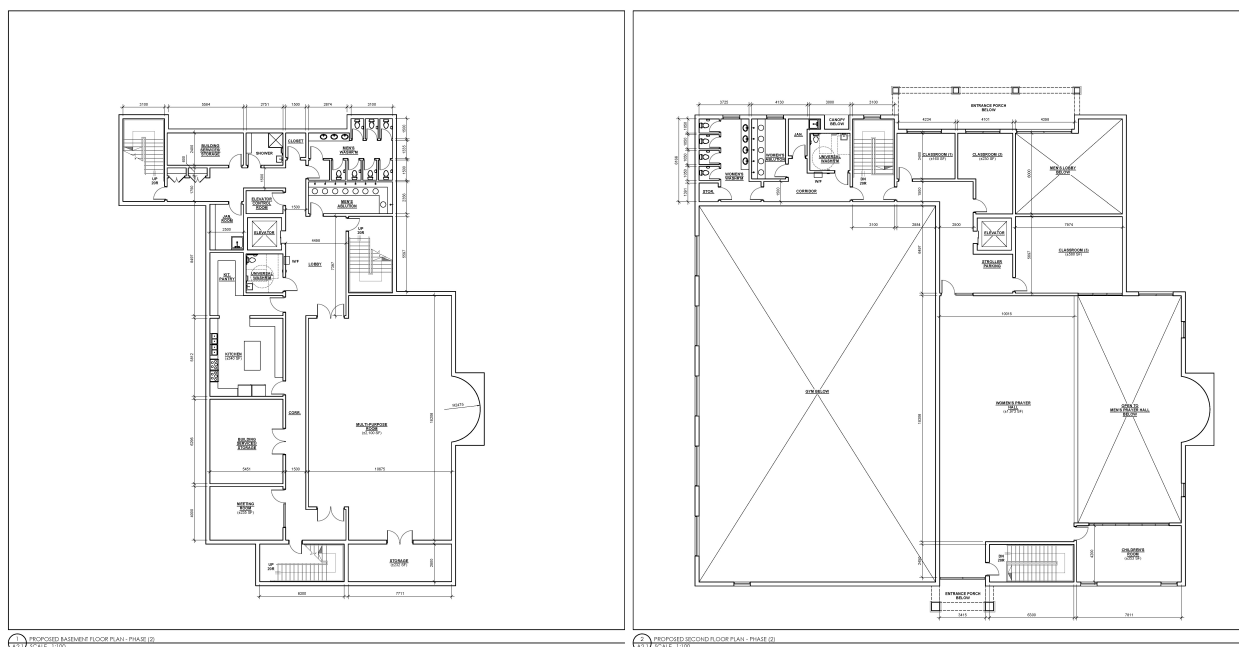
Exhibit E: Proposed 1st Floor (Phase 1 and 2).



The proposal is seeking to begin the first phase of the project by retaining the existing single detached family home and renovating it into a worship area. Parking spaces will be added at the front of the property. The second phase of the development consists of a larger structure to the rear of the worship area, consisting of an additional, larger prayer hall, multi-purpose gymnasium/community centre, meeting rooms, kitchen and washrooms. Additional parking and driveways will be constructed along the sides and rear of the property during this second phase. A small portion of the existing building will be reduced in size during this phase as well, reducing it in size by approximately 100 square metres.

The placement of this new structure behind the existing is a critical aspect of the proposal for religious and other reasons. The direction of prayer is fundamental to the Islamic faith, and worshipers must face east while praying. Secondly, in placing the addition at the rear of the site rather than the front, a safer distance can be maintained from the suburban street, reducing the likelihood of vandalism. Finally, due to the massing and internal layout of the final design, the gymnasium and kitchen facilities are better suited as an addition to the rear of the existing structure.

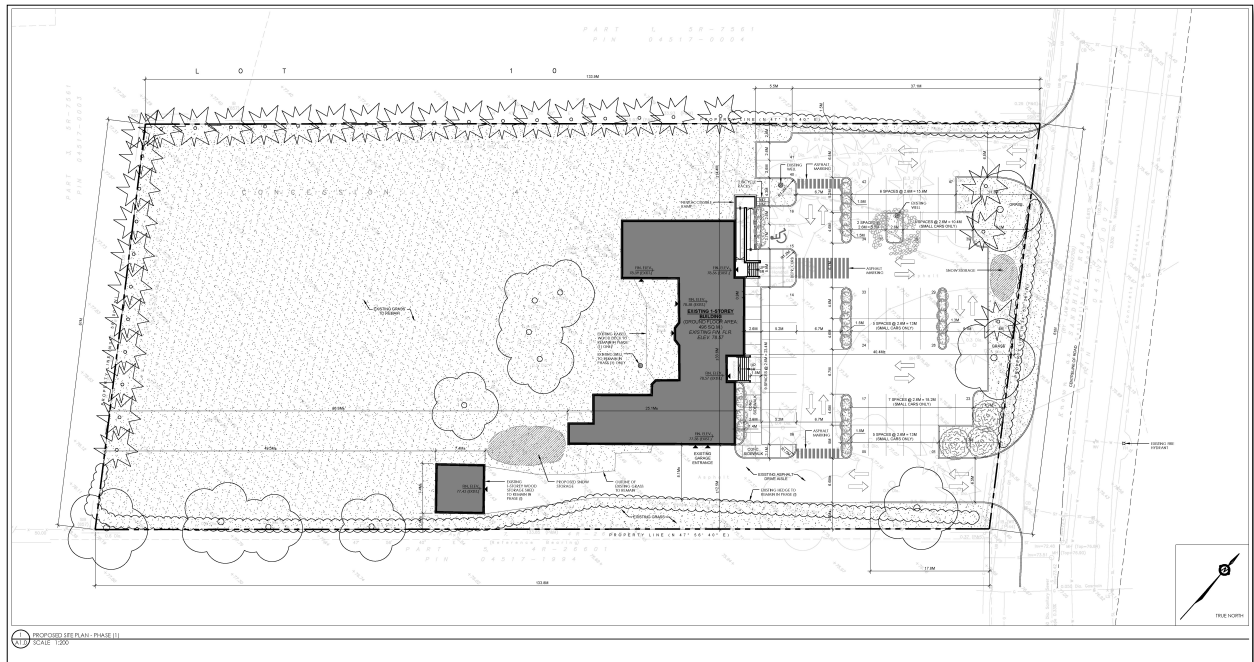
Exhibit F: Proposed basement and 2nd floor (Phase 2).



The Proposed Development contemplates the construction of a two-storey gymnasium space at the rear of the site, which will also incorporate an open grassy courtyard between the existing building and the addition. At its completion, the proposed development will feature a prayer hall, multi-purpose gymnasium/community space, meeting rooms, kitchen and washrooms. These uses will be directly related to, and used as, complementary spaces to the primary use as a Place of Worship.

[Exhibit G](#) shows the site plan of first phase of the proposed development, while [Exhibit H](#) shows the site plan including the second phase of the development, featuring the rear structure.

Exhibit G: Phase 1 Site Plan.



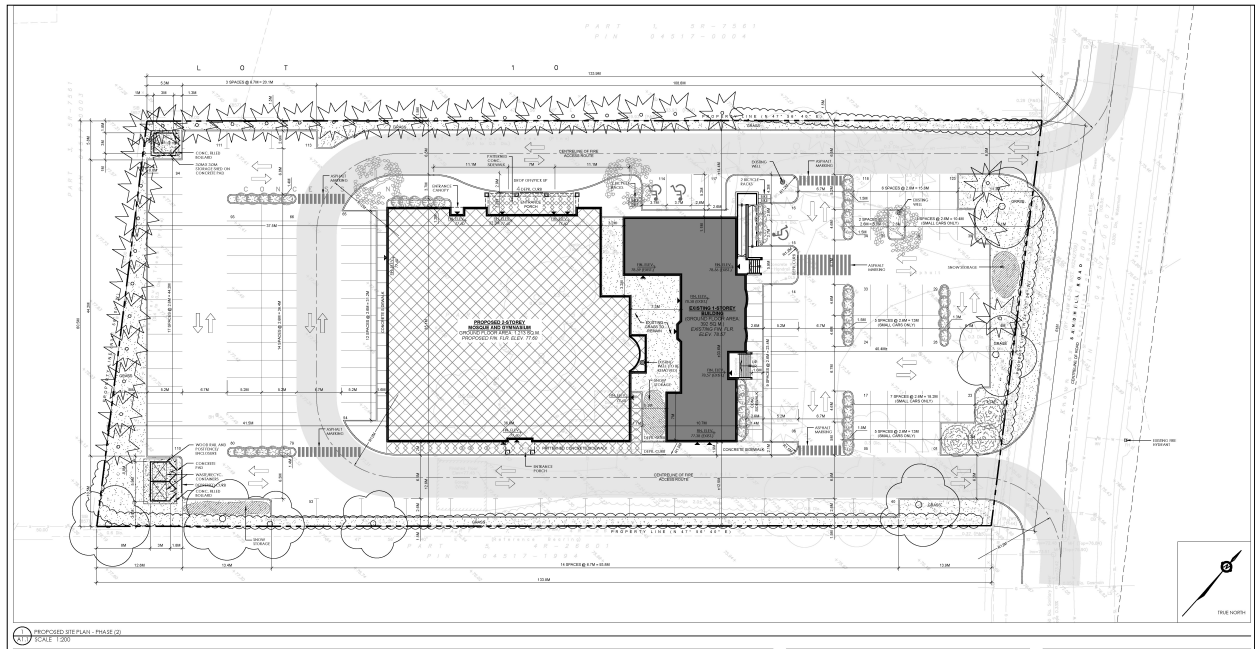
The Subject Site will be serviced by ample parking to accommodate the congregation, with landscaping and accessible elements incorporated into the site design. Phase 1 includes the construction of 47 parking stalls as well as one accessible stall. During this initial phase, small car parking stalls will represent 60% of the overall spaces, and an exception is being sought to account for this interim measure. However, as the rear parking lot is scheduled for construction immediately following completion of Phase 1 of the project, space and capacity concerns are not anticipated. Phase 2 of the project will involve the construction of an additional 76 stalls and 2 accessible spots. Following this final/ultimate phase, the percentage of small car parking will be at 22.4%- well below the limit of 40%.

The perimeter of the site features a heavily-vegetated buffer, although only the southern hedge is entirely within the subject property. The proposal is seeking to maintain and preserve as much of the on-site vegetation as is possible, while providing a functional and accessible space for community members. The landscaping strip along the northern hedge should be maintained in its entirety. However, to retain many of the existing buffers, driveway widths and some aisles are slightly narrower than permitted and an exception is being pursued for this permission.

A lighting plan will be developed in consultation with City staff. All guidelines and requirements will be met by the proposal.

Loading space was contemplated during the design of the proposed development. A space could be accommodated in the open courtyard shown between the 1st and 2nd phases. However, to prioritize more useable outdoor space, the proposal seeks to forgo specified loading areas. Loading needs can be accommodated without a specific area, as delivery trucks will not be on site frequently and all deliveries are expected to be done outside of peak hours. An exception is being pursued for this aspect of the proposal.

Exhibit H: Phase 2 Site Plan.



The following table summarizes each phase of the proposal.

Phase 1 (totals)	
Building Footprint	496 sqm
Parking Spaces	47 + 1 accessible (59.6% small-car)
Minimum Interior Side Yard Setback (m)	12.5m
Max Height	~7m

Phase 1 and 2 (combined)	
Building Footprint	1,605 sqm
Parking Spaces	123 + 3 accessible (22.4% small-car)
Minimum Interior Side Yard Setback (m)	12.5m
Max Height	11.95m

II Planning and Policy Context

1 Provincial Policy Statement (“PPS”)

The PPS is issued under the authority of Section 3 of the Planning Act. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system.

According to the PPS, the vision for Ontario’s land use planning system is to carefully manage land to ensure appropriate development to satisfy current and future needs. The PPS ultimately aims to encourage communities that are economically strong and environmentally sound and that foster social well-being.

The PPS specifically identifies that healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential, employment, institutional (including places of worship), recreation, park and open space, and other uses to meet long-term needs.

2 City of Ottawa Policies

City of Ottawa Official Plan (the “OP”)

The City conducted a review of its Official Plan and Council adopted Official Plan Amendment No. 150 (“OPA 150”) in 2013. A number of appeals have been filed with the Ontario Municipal Board on OPA 150 that have not been resolved at the time of this report. While OPA 150 is not in full force and effect, development proposals need to consider the City’s intended policy direction in OPA 150.

Under OPA 150, the Subject Property maintains the “General Urban Area” designation ([Exhibit G](#)). The General Urban Area is a broad land use designation that permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located as employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities.

The specific policy is as follows in Section 3.6.1

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types of densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.
2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

Both Section 2.5.1 Designing Ottawa and Section 4.11 Urban Design and Compatible Development includes policies that are typically implemented during the site plan control design and ultimate review and approval process by the City of Ottawa phase. The design of the project complies with the relevant policies in these sections.

Schedule K to the OP does not identify any environmental constraints for the Subject Property. The intended development conforms to the City of Ottawa Official Plan policies contained within Volume 1.

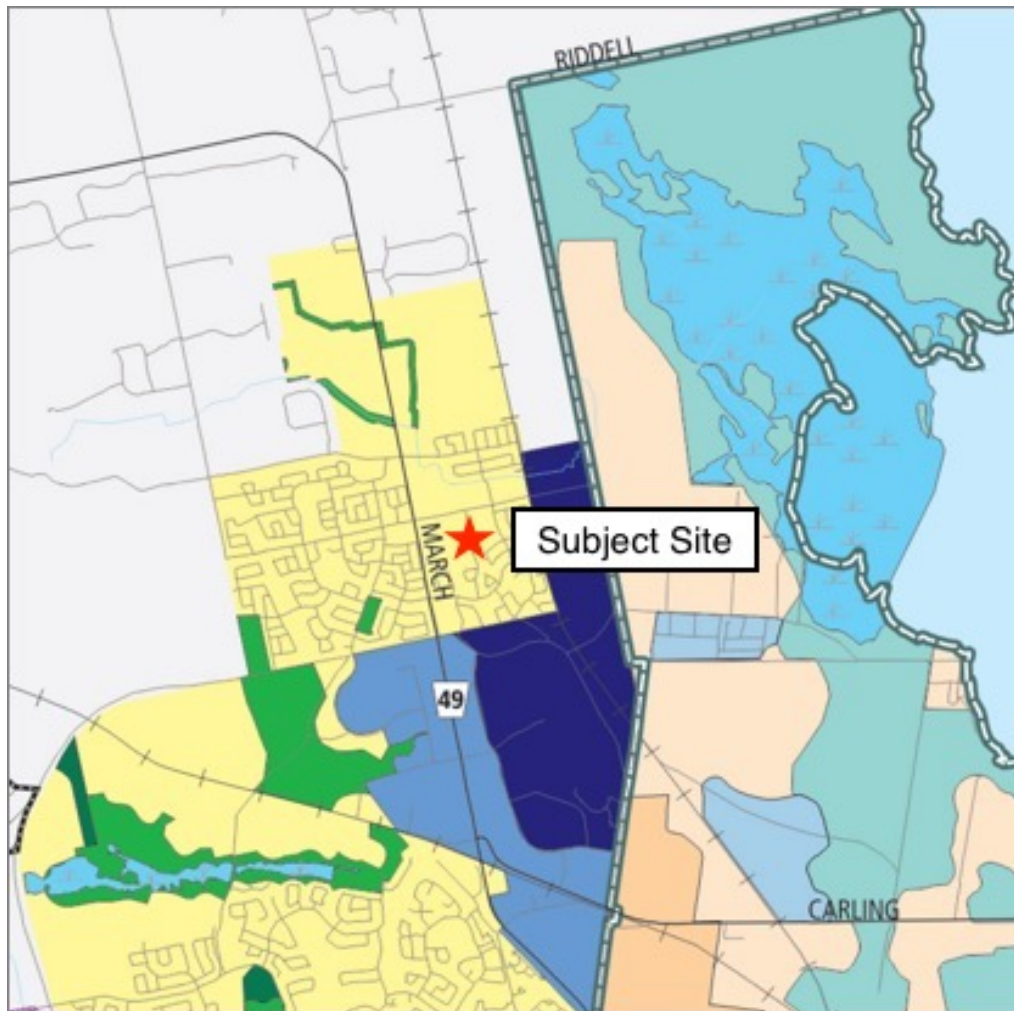
Sandhill Road is designated as a Collector Road on Schedule E of the Official Plan. Typically, these roads are protected for a 24m right-of-way width. Collector roads are described in the OP as follows:

The collector roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns. The design and construction of collector roads will accommodate the safe and efficient operation of transit services. In general, a major collector is a roadway that acts as a connection between an arterial road and collector roads.

Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians. Tree plantings, bus stops, community mailboxes and other streetscape features create roadways that are integrated with their neighbourhood.

The recent adoption of OPA 180 adopted by City Council in late 2016 to deal with the numerous appeals to OPA 150 has not impacted this development.

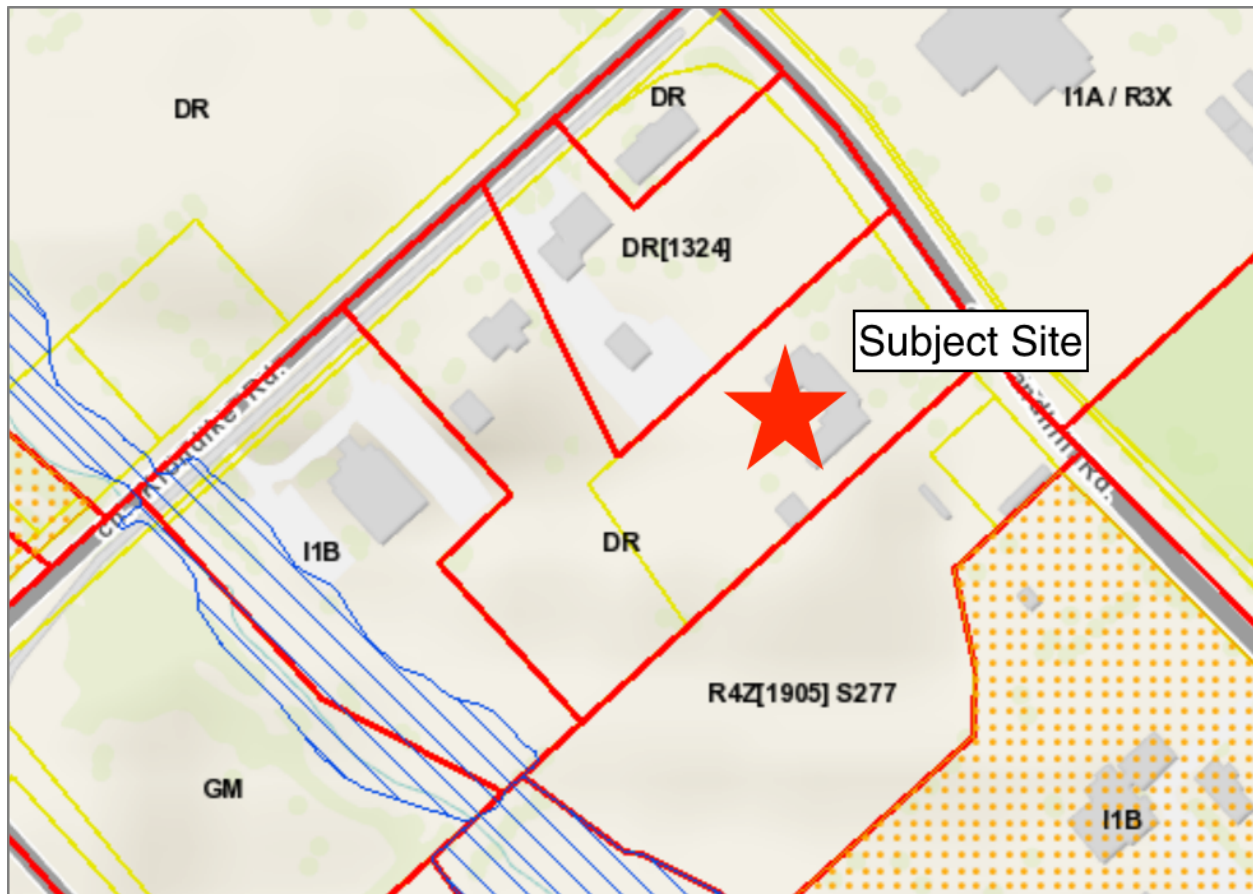
Exhibit I: Official Plan Designation



City of Ottawa Zoning By-law

The City of Ottawa Zoning By-law 2008-250 was adopted by Council on June 25, 2008 and it harmonized the 36 zoning by-laws from the former municipalities prior to amalgamation. The Subject Property is designated DR – Development Reserve Zone ([Exhibit H](#)).

In general, lands have been zoned DR by the City of Ottawa in this initial comprehensive Zoning By-law to serve as a placeholder until a specific land use accompanied by the relevant technical studies are completed for a subject property.



DR Zoning

The purpose of the DR - Development Reserve Zone is to recognize lands intended for future urban development in areas designated as General Urban and limit the range of permitted uses to those which will not preclude future development options.

The permitted uses in the DR Zone are:

- agricultural use
- community garden
- emergency service
- environmental preserve and education area
- forestry operation
- group home, see Part 5, Section 125
- home-based business, see Part 5, Section 127
- marine facility
- one detached dwelling accessory to a permitted use
- park
- secondary dwelling unit, see Part 5, Section 133

Zoning By-law Performance Provisions: DR Zone

Performance Provisions	
	Required
Minimum Lot Width (m)	No Minimum
Minimum Lot Area (m ²)	No Minimum
Minimum Front Yard Setback (m)	7.5 m
Minimum Rear Yard Setback (m)	7.5 m
Minimum Interior Side Yard Setback (m)	7.5 m
Maximum Height (m)	11 m
Maximum Lot Coverage (%)	30%

The current DR Zone does not permit institutional uses such as a Place of Worship. Therefore, the Subject Property will need to be rezoned as I1, Minor Institutional Zone. There is existing presence in the area for I1 zoning. The schools and nearby two church properties are all zoned I1.

The purpose of the I1 zone is to permit a range of community uses, institutional accommodation and emergency service.

Permitted Uses under I1 zoning is as follows:

- community centre
- community garden
- day care
- emergency service
- group home
- library
- museum
- municipal service centre
- one dwelling unit ancillary to a permitted use
- park
- place of assembly
- place of worship recreational and athletic facility
- residential care facility
- retail food store, limited to a farmers' market
- retirement home
- retirement home, converted
- rooming house
- rooming house, converted
- school
- shelter
- sports arena
- training centre limited to job instruction/ training associated with a school

Zoning By-law Performance Provisions: I1 Zone

Performance Provisions			
	Required	Phase 1 Provided	Phase 1 and 2 Provided
Minimum Lot Width (m)	15 m	61 m	61 m
Minimum Lot Area (m ²)	400 m ²	+/- 8174.65 m ²	+/- 8174.65 m ²
Minimum Front Yard Setback (m)	7.5 m	40.4 m	40.4 m
Minimum Rear Yard Setback (m)	7.5 m	68.6m	37.5m
Minimum Interior Side Yard Setback (m)	7.5 m	12.5m	12.5m
Maximum Height (m)	15 m	+/- 7 m	11.95m
Maximum Lot Coverage (%)	35%	+/- 6.1%	+/- 19.6%

Currently, the proposed development meets all performance provisions under the I1 zone.

Part 3 – Specific Use Provisions

Part 3 of the Zoning By-law establishes Specific Use Provisions for places of worship and parking for places of worship

Section 86 - Parking on Place of Worship Sites

1. Where a site-specific zoning by-law so allows, parking that is neither required by Section 101 for a place of worship nor accessory to a place of worship is allowed on the same lot and zone as a place of worship if:
 - a. place of worship is a listed permitted use in the zone;
 - b. parking lot or parking garage is not a listed permitted use in the zone; and
 - c. there are no other uses on the lot other than a dwelling unit.
2. Where the site-specific zoning mentioned in subsection (1) allows parking that is neither required for nor accessory to a place of worship on the same lot and in a zone as a place of worship, parking spaces required or provided for the place of worship may only be used as parking spaces for the following uses:
 - cemetery
 - court house
 - daycare
 - office
 - park
 - school
 - post-secondary educational institution
3. The uses listed in subsection (2) must be located on a lot other than the lot on which is located the place of worship.
4. A minimum of 35% of the number of parking spaces required by Section 101 for the place of worship must be reserved at all times for the sole use of the place of worship.
5. Nothing in this section reduces the number of parking spaces required under this by-law for the uses listed in subsection (2).

Section 96 – Place of Worship

A place of worship is permitted to have a maximum of three ancillary rooming units.

Section 54 of the Zoning By-law defines Ancillary Use as “a listed, permitted land use that is additional, secondary and complementary to a permitted principal use, but not accessory to the permitted principal use.”

Parking

As the Subject Property lies in Area C of Schedule 1A, the parking requirements are subject to the following sections of the Zoning By-law and their respective provisions.

Section 100 – General Provisions

100(1) Parking, queuing and loading spaces and all driveways and aisles leading to those spaces must be provided for each land use in accordance with the provisions of Part 4 of this by-law, and:

- (a) must be set aside for and used exclusively for that purpose;
- (b) must not be obstructed; and
- (c) except for driveways, must be located on the same lot as the use or building for which they are provided, except where otherwise permitted.

100(5) All motor vehicle parking spaces and queuing and loading spaces must have unobstructed access directly to a public street by:

- (a) a driveway or private way;
- (b) an aisle leading to a driveway; or
- (c) a public lane.

100(6) All motor vehicle parking spaces, queuing and loading spaces and aisles and driveways leading to those spaces must have a surface which is:

- (a) hard, stable and dust preventative (see illustration below) in Areas A (Central Area), B (Inner City) and C (Suburban) on Schedule 1; and
- (b) usable in all seasons in Area D (Rural) on Schedule 1.

Section 101 – Minimum Parking Space Rates

Table 101 – Minimum Parking Space Rates

Row	Land Use	Area C on Schedule 1A	Required	Total Provided
N66	Place of Worship	10 per 100 m ² of gross floor area of assembly area	19.4 (Phase 1) 62.3 (Phase 1&2)	47 Spaces (Phase 1) 123 Spaces (Phase 2)
N24	Multi-purpose rooms	4 per 100 m ² of gross floor area	0 (Phase 1) 7.28 (Phase 1&2)	
N65	Community Space (gymnasium)	4 per 100 m ² of gross floor area of assembly area	0 (Phase 1) 19.76 (Phase 1&2)	
N81	School, other (classrooms)	1.5 per classroom	0 (Phase 1) 4.5 (Phase 1&2)	
Total Req'd Phase 1: 20 spaces Total Req'd Phase 2: 94 spaces				

Place of Worship

The gross floor area of the assembly areas provided by the proposed development is 623 m² (194 m² in Phase 1 and 429 m² in Phase 2). Therefore, a total of 62.3 spaces are required based on the following calculation:

$$(623/100) \times 10 = 62.3 \rightarrow 62.3 \text{ spaces}$$

Multi-Purpose Rooms

The proposal includes several multi-purpose rooms in Phase 2 of the development, which total 182 m² and require a total of 7.28 spaces according to the following calculation:

$$(182/100) \times 4 = 7.28 \rightarrow 7.28 \text{ spaces}$$

Community Centre

The proposal includes a community space/gymnasium in Phase 2 of the development, which totals 494 m² and requires a total of 19.76 spaces according to the following calculation:

$$(494/100) \times 4 = \rightarrow 19.76 \text{ spaces}$$

Classrooms

There are also 3 proposed classrooms in the upper level of the development. The Zoning By-law requires a total of 4.5 spaces to be provided, based on the following calculation:

$$3 \text{ rooms} \times 1.5 = 4.5 \rightarrow 4.5 \text{ spaces}$$

The proposed development plans for 123 spaces upon completion of Phase 2 (47 during Phase 1), therefore the minimum parking rates of 94 spaces are respected.

Section 106 – Parking Space Provisions

106 (1) A motor vehicle parking space must have:

- (a) a minimum width of 2.6 metres and a maximum width of 2.75 metres; and
- (b) a minimum length of 5.2 metres, except for parallel parking where a minimum length of 6.7 metres is required.

106(2) Despite subsection (1), disabled parking spaces must comply with the provisions of the City of Ottawa Traffic and Parking By-law.

106(3) Despite subsection (1), parking spaces, other than a visitor and parallel parking spaces, may be reduced in size for the following cases:

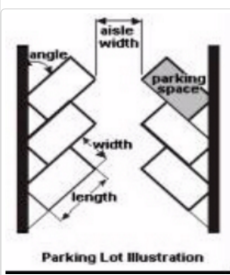
- (a) up to 40% of the required parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres;
 - (i) where the parking spaces are located in a parking lot or parking garage containing more than 20 spaces, and
 - (ii) provided any reduced length space is clearly identified for small cars only;

Sixty-percent of the stalls to be constructed during Phase 1 of the development are for small cars (reduced size). An exception is being pursued for this. However, following the completion of Phase 2, the overall percentage of small car parking will be well under the limit of 40%. At this stage, the number will be 22.4%.

Section 107 – Aisle and Driveway Provisions

107(1) The following regulations apply to parking lots and parking garages, whether as principal or accessory uses:

- (a) A driveway providing access to a parking lot or parking garage must have a minimum width of;
 - (i) three metres for a single traffic lane, and
 - (ii) in the case of a parking lot, 6.7 metres for a double traffic lane
- (b) All driveways and aisles providing access to or located within a parking lot or parking garage must have a minimum vertical clearance clear of obstructions such as signs and other structures of;
 - (i) for a parking lot - two metres

Table 107- Minimum Required Aisle Width		
I	II	
Angle of Parking (degrees)	Minimum Required Aisle Width (metres)	
(a) 0-40	3.5	
(b) 41-55	4.3	
(c) 56-70	6.5	
(d) 71-90	6.7	

In order to maximize the retention of vegetation and buffers around the parking area, driveways and aisle widths of 6.5m are being pursued, where 6.7m is typically required. One section at the front of the lot features an aisle with a 6.1m width, again to ensure that mature landscaping towards the front of the lot is maintained. Exceptions are being pursued to permit this design to be constructed.

All other parking space provisions are met by the proposed development.

Section 110 – Landscaping Provisions for Parking Lots

110 (1) Except in the case of an industrial zone, a minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following:

- (a) a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; and
- (b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.

Table 110- Minimum Required Width of a Landscaped Buffer of a Parking Lot (OMB Order, File #PL080959 issued September 18, 2009)

I Location of Landscaped Buffer	Minimum Required Width of Landscaped Buffer		
	II For a parking lot containing 10 or fewer spaces	III For a parking lot containing more than 10 but fewer than 100 spaces	IV For a parking lot containing 100 or more spaces
(a) Abutting a street	3 metres		
(b) Not abutting a street	None	1.5 metres	3 metres

Due to the irregular shape of the existing lot, the 3 m minimum required width of landscaped buffer cannot be consistently met around the site. The proposed development contains sections that exceed this minimum width and maintains the existing shrubbery. The proposed development will incorporate ample tree planting around the site periphery to minimize impact where the 3 m buffer is not met. An exception is being sought for this reduction to allow for a minimum buffer of up to 0.8m. A 0.8m buffer is proposed in only one location, caused by irregular lot lines. The overall landscaped area within the site exceeds the requirement of 15%.

Section 111 – Bicycle Parking Space and Provisions

111(1) Bicycle parking must be provided for the land uses and at the rate set out in Table 111A for lands located in Areas A (Central Area), B (Inner City Area) and C (Suburban Area) on Schedule 1 and in the villages of Ashton, Burritt's Rapids, Carlsbad Springs, Carp, Constance Bay, Cumberland, Dunrobin, Fallowfield, Fitzroy Harbour, Galetta, Greely, Kars, Kenmore, Kinburn, Manotick, Marionville, Metcalfe, Munster, Navan, North Gower, Notre Dame des Champs, Osgoode, Richmond, Sarsfield, Vars and Vernon located in Area D on Schedule 1.

Table 111A

Bicycle Parking Space Rates	Minimum Number Required
(i) all other non-residential uses	1 per 1500 m ² of gross floor area

Location of Bicycle Parking Spaces

111(3) Bicycle parking must be located on the same lot as the use or building for which it is provided.

111(4) Bicycle parking spaces must be located in order to provide convenient access to main entrances or well-used areas.

111(6) A bicycle parking space may be located in any yard.

111(7) A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area.

111(9) A bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.

111(10) Where four or more bicycle parking spaces are provided in a common parking area, each bicycle parking space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.

TABLE 111B - MINIMUM BICYCLE PARKING SPACE DIMENSIONS		
I Orientation	II Minimum Space Width	III Minimum Space Length
(a) Horizontal	0.6 metres	1.8 metres
(b) Vertical	0.5 metres	1.5 metres (By-law 2010-237)

111(11) A maximum of 50% of the bicycle parking spaces required by this by-law may be vertical spaces, and the rest must be horizontal spaces.

111(13) Despite Section 101, the motor vehicle parking required for any non-residential use may be reduced by one motor vehicle parking space for every 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other similar facilities intended for the use of bicyclists in conjunction with required or provided bicycle parking.

Bicycle Parking Space Rates	Minimum Number Required	Phase 1	Phase 2
(i) all other non-residential uses	1 per 1500 m ² of gross floor area	Required: 1 Provided: 2	Required: 2 Provided: 4

The proposed design includes four bicycle racks positioned along the north side of the building, to the east of the main entrance and as shown in the Site Plan. Two racks will be installed during Phase 1, followed by an additional 2 racks. The bicycle facilities meet all the requirements of the by-law.

Section 113 – Loading Space Rates and Provisions

113- Where more than one use is located in a building or on a lot, vehicle loading spaces must be provided for each use in accordance with the rate set out in Table 113A.

(3) A vehicle loading space may be located wholly or partly within a building or structure.

(4) Despite subsection (1), in the TM Zone, a vehicle loading space is only required for uses that have a gross floor area of 1,000 m² or more, except for an office or research and development

centre use for which a vehicle loading space is only required if the use has a gross floor area of 4,000 m² or more.

Table 113A – Minimum Number of Vehicle Loading Spaces Required

I Land Use	Minimum Number of Vehicle Loading Spaces Required per Square Metres of Gross Floor Area							
	II Less than 350 m ²	III 350-999 m ²	IV 1000-1999 m ²	V 2000-4999 m ²	VI 5000-9999 m ²	VII 10000-14999 m ²	VIII 15000-24999 m ²	IX 25000 m ² and over
(a) Heavy industrial use, light industrial use, truck transport terminal, warehouse, hospital, museum, place of worship, post secondary educational institution, school, sports arena, theatre, medical marihuana production facility (By-law 2014-74)	0	1			2		3	

Loading Space Rates	Phase 1 (496m ²)	Phase 2 (2,716m ²)
(i) all other non-residential uses (see above chart)	Required: 1 Provided: 0	Required: 1 Provided: 0

Table 113B – Regulations for Vehicle Loading Spaces

Zoning Mechanism		Regulation – Standard Size Space
(a) Minimum Width in metres of Driveway Accessing Loading Space		(i) Single traffic lane - 3.5 (ii) Double traffic lane - 6
(b) Minimum Width in metres of Aisle Accessing Loading Space, by Angle of Loading Space	(i) 45° or less	5
	(ii) Between 45° and 60°	6.3
	(iii) 60° to 90°	9
(c) Minimum Width in metres of Loading Space		3.5
(d) Minimum Length in metres of Loading Space	(i) Parallel	9
	(ii) Other cases	7
(e) Minimum Vertical Clearance in metres for Loading Space		4.2
(f) Permitted Location of Loading Space		Permitted in all locations other than in a required front yard or required corner side

	yard, or in a required yard abutting a residential zone
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To prioritize more useable outdoor space, the proposal seeks to forgo a specified loading area. Loading needs can be accommodated without a specific area, as delivery trucks will not be on site frequently and all deliveries are expected to be done outside of peak hours. As a worship centre, loading will be infrequent in nature and given the specific busy periods of use for the facility, it can easily be accommodated outside of those times. An exception is being pursued for this aspect of the proposal.

III Planning Analysis

1 Consistency with PPS

It is our opinion that the proposed Zoning By-law amendment will facilitate the development of the Subject Property in a manner that is consistent with the intent of the broad policies in the PPS.

The Proposed Development contemplates the development of a valuable community amenity and will provide for a safe gathering space that can be accessed by the congregation and the public.

2 Consistency with the Official Plan

The General Urban Area is a broad land use designation that permits a range of housing types as well as retail, service, employment, leisure, entertainment and institutional uses. As such, the Place of Worship proposed by the Applicant is consistent with the OP and furthermore promotes desirable healthy communities as outlined by its policies. The current site plan design complies with the design policies of the OP.

3 Consistency with Zoning By-law

The current DR zoning does not recognize the intended built form or any future land use. It is a placeholder zone that is intended to be re-evaluated when a development application is pursued. As such, a zoning amendment is needed to rezone the site from DR to I1 to accommodate the development of a place of worship. The proposed development is consistent with purpose of the I1 zoning and meets its intentions.

IV Draft Zoning By-law Provisions

1. Rezone the Subject Property from DR to I1[xxxx] on the zoning map;
2. A new exception, Exception [xxxx], be added to Section 239 (Table 239) to address the following site-specific provisions:
 - Permit a minimum Required Landscape Buffer of 0.8 m around a parking lot.
 - Permit minimum driveway and aisle widths of 6.1 m
 - Permit a minimum loading space rate of 0
 - Permit a maximum of 60% reduced size (small-car) parking stalls

V Conclusion and Planning Opinion

- The Proposed Development conforms to the City of Ottawa's Official Plan including the General Urban Area designation, Designing Ottawa and the Urban Design and Compatible Development policies.
- The proposed Zoning By-law Amendment will facilitates the development of a community amenity to service the immediate neighbourhood and the City of Ottawa's residents at large.
- The proposed Site Plan Control Application will implement the built form and architectural features of the development;
- The Proposed Development conforms to the scales of the existing streetscape and maintains consistency with adjacent and nearby Minor Institutional uses.
- The Proposed Development provides an efficient use of existing infrastructure and will also retain the aesthetically pleasing existing residential home.
- Sandhill Road is posted with 40 km/h and the proposed site is located within the school zone. Sandhill road has an existing concrete sidewalk on one side (i.e., along the existing school site located on the side of road) and no other major driveway is located on the other side of the road. The proposed Mosque will (peak usage) generally be visited during the hours of 12:30 to 2:00 pm on every Friday. This time period is outside not only of the typical hours of school operation but also the afternoon peak hours of adjacent roads.
- No residential driveways are located in the close vicinity of the mosque site on either side of the road. Therefore, community impacts are negligible. In terms of parking, sufficient on-site parking will be available to accommodate the visitors on Friday congregations during the hours 12:30-2:00 pm. Also, based on experience, it is to be noted here that normally all visitors from businesses and employment buildings (Kanata North High Tech Area) to Mosque use car pooling to offer Friday prayers. Thus, the Transportation Demand Management (TDM) planning is embedded in the proposal.
- The existing sidewalk along Sandhill Road will provide good connectivity to the nearest bus stop, which is located at the intersection of Sandhill Road and Klondike Road, which is only 150m from the site. In our opinion there is no need or advantage to constructing a sidewalk along the sites frontage as it would be disconnected to the existing sidewalk network and offer a false sense of security for pedestrians.

It is our view that the Zoning By-law Amendment is appropriate for the subject property and through the concurrent application for Site Plan Control Application will collectively facilitate a proposed development that constitutes sound land use planning and is desirable for the Subject Property, the surrounding community and the City and should be supported by Council.

Prepared by,

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