



1 Canfield Road

Planning Rationale for Zoning By-law
Amendment – Second Submission

April 23, 2020

Prepared for:

St. Mary's Coptic Orthodox Church

Prepared by:

Stantec Consulting Ltd.

Table of Contents

1.0	INTRODUCTION	1.1
2.0	SITE LOCATION AND DEVELOPMENT APPLICATION	2.1
2.1	SITE LOCATION AND SURROUNDING CONTEXT	2.1
2.1.1	Community Context.....	2.6
2.1.2	Transportation Network.....	2.6
2.2	DEVELOPMENT PROPOSAL	2.3
2.2.1	Operations & Maintenance	2.6
2.2.2	Public Consultation	2.6
3.0	POLICY AND REGULATORY FRAMEWORK.....	3.6
3.1	PROVINCIAL POLICY STATEMENT	3.6
3.2	CITY OF OTTAWA OFFICIAL PLAN	3.8
3.3	ZONING BY-LAW	3.16
3.3.1	Proposed Variances.....	3.17
4.0	CONCLUSION	4.19

1.0 INTRODUCTION

This Planning Rationale has been prepared in support of a revised application for the Zoning By-law Amendment application on behalf of St. Mary's Coptic Orthodox Church for the properties located at 1 Canfield Road, 9 Canfield Road, 15 Parkmount Crescent, 17 Parkmount Crescent, and 13 Parkmount Crescent.

The previous Zoning By-law amendment and Site Plan application is filed under number D02-02-19-0145 and D07-12-19-0210. Changes to the site plan include:

- A reduction in one parking stall to accommodate a revised retaining wall.
- Revised building height to 10.8 metres, to accommodate for structural changes to the community centre.
- Revised walkways and planting design connecting to the property from Greenbank Road.
- A revised easement plan to relocate Hydro Ottawa service.
- Further detail will be added during the Site Plan Control stage.

A revised application for Site Plan Control will follow the Zoning By-law application.

2.0 SITE LOCATION AND DEVELOPMENT APPLICATION

2.1 SITE LOCATION AND SURROUNDING CONTEXT

The site is located at the northwest corner of Greenbank Road and Canfield Road in Ottawa's Trend-Arlington neighbourhood (Knoxdale-Merivale ward), as shown in **Figure 1**. The property is legally described as *Part of Lots 19, 38, 39, 40, 41 and 42 and Part of Block J registered Plan 485324, City of Ottawa*. The site is an irregular shape and has approximately 80 metres of frontage along Canfield Road, 90 metres along Greenbank Road, and 55 metres along Parkmount Crescent, with a total lot area of approximately 7,797 m². The property is currently occupied by the existing St. Mary's Coptic Orthodox Church, surface parking, and daycare playground. The Church has been located here for over 25 years. The existing church will remain in place throughout construction, serving the existing community.



Figure 1 – Site Location.

The site is located on a corner lot bounded by Greenbank Road and Canfield Road and it abuts Parkmount Crescent. The property is occupied by the St. Mary's Coptic Orthodox Church and related church uses such as surface parking and a children's playground. The existing church is a two storey building with rising spires in the Coptic Orthodox style with large glass windows. There are two large outdoor crosses located horizontal at the building entranceway and the daycare playground is located between the intersection of Greenbank and Canfield Road and the church. Mature vegetation is located along Greenbank Road consisting of large deciduous and coniferous trees. Mature vegetation is along the lot line abutting the residential properties fronting Parkmount Crescent but is in various amounts of poor health or are non-native species.

Greenbank Road is experiencing growth and redevelopment with a number of new mixed-use, residential, and commercial projects constructed over the last 10 years. This redevelopment is a reflection of typical development along Ottawa's arterial roadways.

Site Location and Development Application

The following uses surround the property:



Figure 2 – Looking north along Greenbank Road.



Figure 3 – Looking north along Parkmount Crescent.

North: North of the site is predominantly low-rise residential dwellings. The neighbourhood is characterized by low-rise detached dwellings, predominantly built in the 1960's with mature vegetation, large rights-of-ways, generous setbacks and sidewalk-less streets. Approximately 81 metres north from the site is Banner Road, a local road receiving traffic from Greenbank Road and acts as a vehicular entry point into the neighbourhood.



Figure 4 – Looking east.

East: East of the site is Greenbank Road, an arterial north-south road that connects the inner urban neighbourhoods north of the greenbelt to Barrhaven. Nearby uses along Greenbank Road include Sir Robert Borden Public High School, the Ottawa Carleton District School Board, a multi-unit 5 storey residential apartment building, a medical centre and daycare with associated surface parking. Directly east of the site is Craig Henry Drive, an east-west collector road which connects to Canfield Road. Further east is the residential neighbourhood of Woodvale-Craig Henry-Manordale-Estates of Arlington Woods.



Figure 5 – Looking south.

South: South of the site is Canfield Road, terminating into Craig Henry Drive at the intersection of Greenbank Road. South of the church is a daycare facility that uses the playground on the subject site for daycare use and Sunday school activities on the weekend. The majority of children at the daycare come from the immediate community. The Coptic Church owns the daycare facility. Residential uses line Canfield Road further west. Further south is Knoxdale Public School, a community building, and a large linear park.



Figure 6 – Looking west.

West: West of the site is the Trend-Arlington neighbourhood, primarily built in the 1960s. The neighbourhood is predominantly low-rise composed of one and two-storey detached dwellings.

It should be noted that there are a number of properties in the area that share similar edge conditions and layouts as the subject site. Some of these properties include:

- 181 Greenbank Road (Shoppers Drugmart site) backs onto the adjacent residential neighbourhood known as Craig Henry. This is a commercial use and at the time of approval Shoppers worked with the community to provide landscaping and fencing at the rear of the property. There is a pedestrian connection from the Shoppers Drugmart to the residential street Elvaston to the east.
- 242 Greenbank Road (Ottawa Police Services) is a 2-storey office building that backs onto Bateman Drive and an adjacent residential neighbourhood to the east. The building has a mature landscape hedge and fencing along the rear of the property so the building is not visible from Bateman Drive.
- 1081 Cadboro Road north of Ogilvie Road is another excellent example of a Coptic Christian church and community centre, located within a low-rise residential community. This church and community centre have a very close interface between the surrounding neighbourhood. The closest setback from the rear of the church to the adjacent residential property line along Leigh Crescent is 6.7 m. There is surface parking on 3 sides of this site with mature planting along the rear yards of Leigh Crescent.

2.1.1 Community Context

The site is located in close proximity to several community amenities such as schools, parks and open space, as shown in **Figure 7**. These amenities include:

- Trend-Arlington Park
- Craig Henry Park
- Hydro Corridor Recreational Trail
- Sir Robert Borden High School
- Knoxdale Public School
- Leslie Park Community Garden
- Knox Church Community Garden

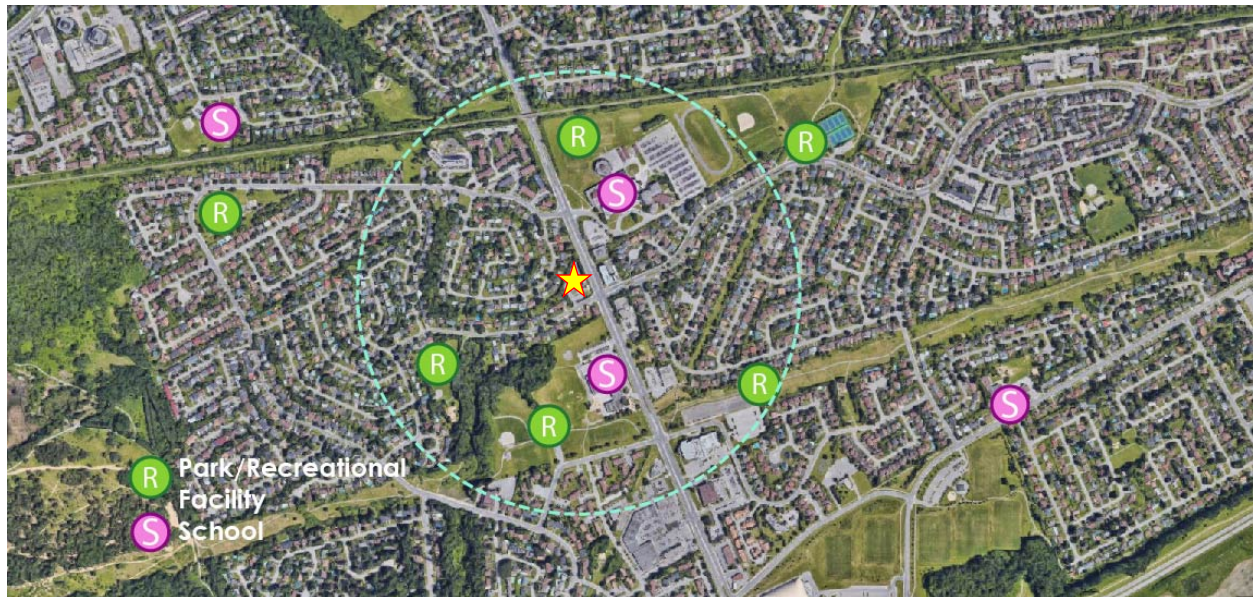


Figure 7 – Community Amenities.

2.1.2 Transportation Network

Roads

The site is well serviced by the existing road network. The site is directly serviced by Greenbank Road and Canfield Road. Greenbank Road is designated as an arterial road and Canfield Road is designated as a collector road, as shown on **Figure 8** of Schedule E – Urban Road Network from the City of Ottawa Official Plan.

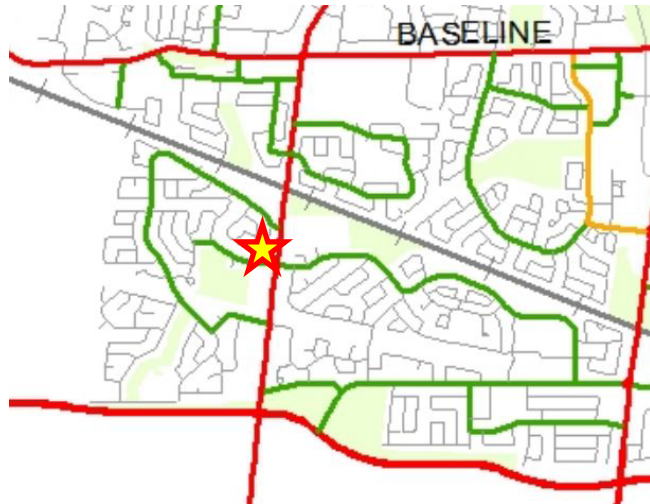


Figure 8 – Schedule E – Urban Road Network, Official Plan.

Greenbank Road is a five-lane, north-south arterial roadway and is serviced by OC Transpo bus routes. Canfield Road is a two lane, east-west collector road with on-street parking.

Parkmount Crescent is a local road with 20 metre right-of-ways and carriageways of less than 8 metres; boulevards are very wide and typical width of 6 metres.

Transit and Pathways

Greenbank Road is serviced by OC Transpo routes 173 and 82 with stops nearby the site. These routes connect to major transit stations such as Baseline Transit Station or Pinecrest Transit Station.

There are many cycling and multi-use pathways available in close proximity to the site, seen in **Figure 9**. Greenbank is a spine route, connecting to Baseline Road to the north and West Hunt Club Road to the south. Major cycling pathways exist to the south along the Hydro Corridor Recreational Trail, east through Craig Henry Park connecting north to a cross-town bikeway and south along Hunt Club. There are sidewalks on both sides of Greenbank Road and on the north side of Canfield Road.



Figure 9 – Schedule C Primary Urban Cycling Network.

2.2 DEVELOPMENT PROPOSAL

The existing church has been operating in the same location for over 25 years and has a long history in Ottawa.

The congregation has grown through the years and requires additional space to provide Sunday school, classrooms, meeting spaces, a library and a multipurpose gymnasium for current church members. St. Mary's Coptic Orthodox Church is proposing to construct a two-storey community centre with an underground connection to the existing church. The new building will be 10.8 metres high and is located immediately north of the existing church.

The community centre is an ancillary space that supports the church before, during and after religious services. It will provide classrooms for children and youth education, a gymnasium, library, elder meetings, church festivities, bazaars and recreational space for the congregation. Furthermore, the space will be made available to the Arlington Woods neighbourhood for community-based activities. The site plan is shown in **Figure 10**.

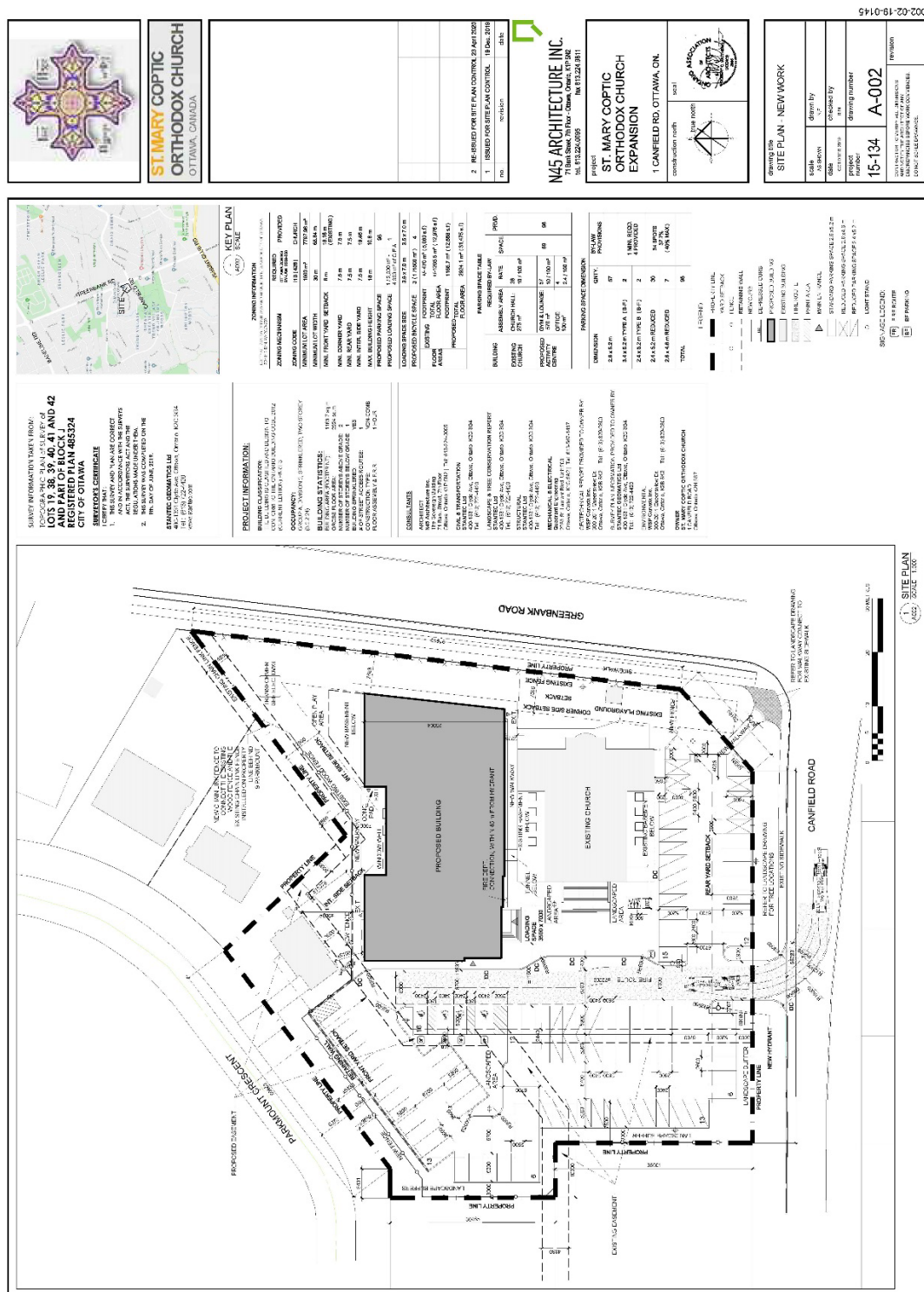
The proposed layout of activities in the community centre will be able to serve the current and future needs of the congregation.

A total of 98 parking spaces will be provided on site. This amount will meet the Zoning Bylaw requirement but to reduce the impact of overflow traffic on weekends on the adjacent neighbourhood, the Church is prepared to enter into a parking agreement with the medical office building at 139 Greenbank Road. This agreement entails that on the weekend (Sunday), overflow parking will be directed to the medical building parking lot. The office building is less than 150 metres away and will prevent the unnecessary addition of surface parking, in an area with abundant surface parking lots that are not well used on the weekends and evenings. This provides for an ideal shared parking arrangement.

The existing playground will be relocated to the north end of the property, adjacent to the community building. This playground is used by the daycare facility across the street on Canfield Road (operated by the Coptic Church), additional and improved pedestrian pathways are proposed. A new solid opaque fence will be constructed around the perimeter of the site. The opaque fence in combination with extensive landscaping along the Parkmount frontage will provide a pleasant screening option. As shown in the Landscape Plans, the plans are intended to provide a green buffer along Parkmount Crescent in order to create an effective transition between the church and the residential community.

To construct the new building, three detached dwellings will be demolished: 9 Canfield Road, 15 and 17 Parkmount Crescent. Pedestrian access to the site and out to Greenbank Road from Parkmount will be prevented through installation of fencing, and to reduce the impacts of spillover on-street parking on the adjacent local streets. In order to mitigate any negative impacts on the adjacent community as a result of removing three houses, an opaque fence will be built along the property line. The houses at the corner of Parkmount Crescent and Banner Road have a similar fence placement as the proposed development (**Figure 14**). In addition to the fence, extensive landscaping is proposed along the Parkmount edge. Mature trees have been retained along Parkmount to maintain the residential character of the street and coniferous and deciduous trees will be retained along Greenbank Road which will serve to screen the new community centre. The proposed development will be on full municipal water and septic service. Stormwater management is to be handled through a series of storage cisterns.

Figure 10 – Site Plan.



Site Location and Development Application



Figure 11 – Elevations.

2.2.1 Operations & Maintenance

St. Mary's has retained a contracting company to perform regular snow removal and landscape maintenance. This company will complete regular maintenance on the church (parking, lawn care, garden bed care) and 13 Parkmount. The details of this agreement will be further detailed in the Site Plan Control agreement.

2.2.2 Public Consultation

Several public consultation sessions have been held with the community association, general public, community association focus group and Councilor Keith Egli. These sessions have been held to gather public input and feedback on various proposed plans. As a result of these meetings, the concept plan has been revised in several ways as a reflection of public feedback.

There is now a significant landscape buffer along the Parkmount Crescent edge. Previously surface parking was adjacent to the property line next to Parkmount and this did not provide any transition between the church property and residential properties. The proposed concept plan now incorporates a deep landscape buffer to create a park-like setting, as seen in other parts of the neighbourhood. The landscape plan includes a variety of coniferous, deciduous and perennial plantings to create a pleasant, green, residential feel along the Parkmount edge.

Community members advised that they do not want the possibility of church users parking along Parkmount Crescent and walking through the site to attend services. To prevent this possibility, solid fencing will be provided along the property's perimeter. The fence will be opaque and access will not be provided along Parkmount. Full details of the fence are provided in the Landscape Plan.

The parking plan for the church has changed significantly since earlier iterations of the concept plan. As a response to community concerns, surface parking has been greatly reduced and 98 spaces will be provided on site. This does meet the City's Zoning Bylaw requirement. The church has scaled back the parking plan and now proposes to remove two houses along Parkmount. In a parking agreement with the medical office building on Greenbank Road, parking overflow particularly on weekends will be accommodated in this surface parking lot. Congregation members will have a short walk across Greenbank Ave.

3.0 POLICY AND REGULATORY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement 2014 (PPS) provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the *Planning Act*, decisions affecting planning matters "shall be consistent with" the PPS. A main objective of the PPS is to build strong communities, promote efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities.

There are a number of policies that directly influence planning of lands within residential areas and these policies are found in sections 1.1, 1.2, 1.6, and 2.2 of the PPS and specifically focus on:

Policy and Regulatory Framework

- Policy 1.1.1.a – promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Policy 1.1.1.b – accommodating an appropriate range and mix of residential, employment, institutional (places of worship), recreation, park and open space, and other uses to meet long-term needs;
- Policy 1.1.1.c – avoiding development and land use patterns which may cause environmental or public health safety concerns;
- Policy 1.1.1.e – promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- Policy 1.1.3.1 – Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted;
- Policy 1.1.3.2 – densities and a mix of land uses which:
 - efficiently use land and resources;
 - are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - support *active transportation*;
 - are *transit-supportive*, where transit is planned, exists or may be developed; and
 - a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated;
- Policy 1.1.3.4 – appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety;
- Policy 1.1.3.7 – Planning authorities shall establish and implement phasing policies to ensure:
 - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
 - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.
- Policy 1.1.6.2 – development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure;
- Policy 1.6.6.2 – municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible;
- Policy 1.6.7.1 – Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs;
- Policy 1.6.7.2 – Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;
- Policy 1.6.7.5 – Transportation and land use considerations shall be integrated at all stages of the planning process.
- Policy 2.2.1.b – Minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts.

These policies contributed to the development of the site plan and the proposal is consistent with the PPS for the following reasons:

- The proposed development provides uses for a variety of community needs by retaining the existing church and building a new community centre that can be used both by the congregation and by the surrounding community.
- The new community centre and parking strategy promote sustainable and cost-effective development patterns by redeveloping the existing site to intensify development patterns, reducing land consumption and servicing costs if relocating to another site.
- The development seeks to mitigate risks to public health and safety by providing a parking strategy that aims to reduce negative impacts on the surrounding community and promoting appropriate intensification, redevelopment and compact form.

- The proposed development is appropriate for the available infrastructure and public service facilities in the surrounding area. Municipal sewage and water services are appropriate for the development, and the transportation services in the area are integrated into the development strategy and site plan.

3.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan (OP) provides a comprehensive vision and policy framework for managing the future growth of the City and direction in its physical development to the year 2036. The current Official Plan was adopted by Council in January 2017 and is partially under appeal to the LPAT. The Official Plan implements the Provincial Policy Statement.

Section 2 Strategic Directions

Section 2 of the Official Plan provides strategic directions for the growth and development of the City and its future. The directions for the City to manage growth are:

- Direct growth to the urban area where services exist or where they can be provided efficiently;
- Growth in the urban area “will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities” and,
- “Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area”.

The site is designated General Urban Area and is located on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. **Figure 12** is an excerpt of Schedule B that shows the location of the site. Section 2 of the Official Plan directs the growth in the urban area where services exist or can be provided. Section 2.2 encourages intensification where services are already available or can be readily provided through expansion of existing services.

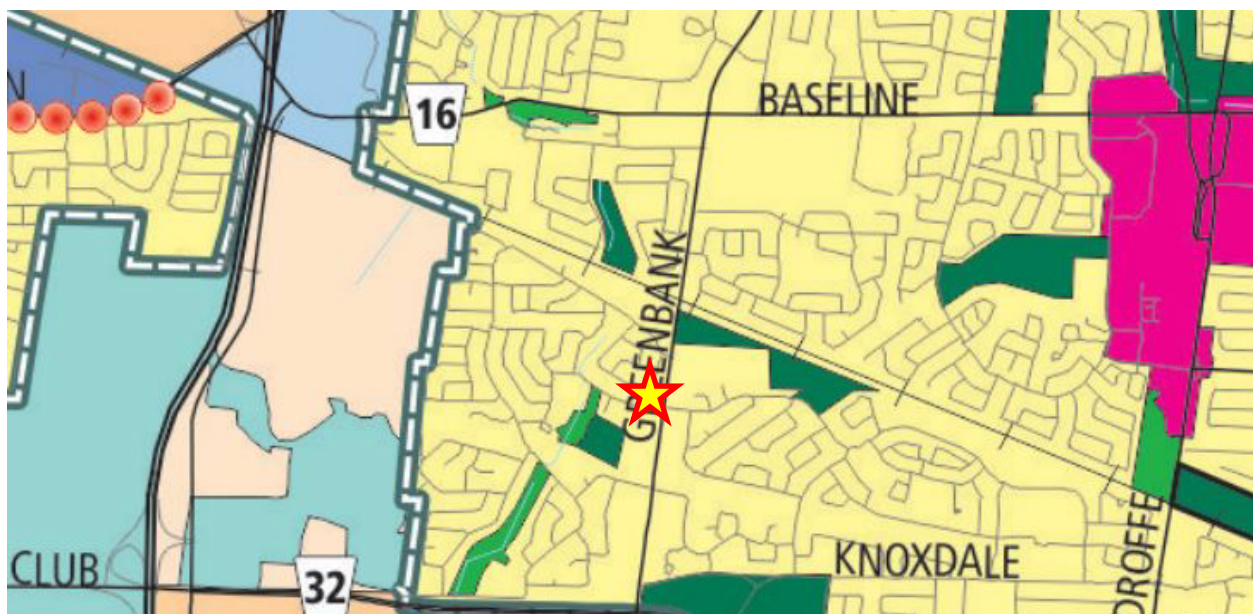


Figure 12 – Schedule B Urban Policy Plan.

Policies regarding intensification outside of Target Areas are:

- *Policy 22 - The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.*
- *Policy 23 - The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties.*

The site is located on a major arterial roadway, using existing available services, utilities, surface parking and bus service in the area. It is on the edge of the Trend-Arlington neighbourhood, as seen in **Figure 1**. Banner Road is directly north of the site and provides access to Parkmount Crescent. The development does not propose vehicle or pedestrian access to the neighbourhood from the church.

The proposal will redevelop portions of the site that were previously used for surface parking and outside storage. The plans utilize the existing infrastructure and services to provide new uses for the surrounding area. Policies in Section 3.6.1 will be discussed further in the report. Matters of urban design and compatibility are outlined in Sections 2.5.1 and 4.11 of the Official Plan and will be discussed in this Rationale.

The proposed development reflects the pattern of built form and open spaces already established in the neighbourhood. Along Canfield Road, houses face densely treed open spaces. The development edge along Parkmount Crescent will provide a landscape treatment that will have a similar feel as the established neighbourhood. Providing a strong fence edge can also be seen on the corner of Parkmount Crescent and Banner Road; the house on the corner of Banner and Parkmount (six houses away from the development) has a fence along the property line without landscaping. **Figure 13** and **14** provide precedents in the neighbourhood; the establishment of a fence and heavy landscaping would be compatible with the character of the community.

Additionally, there are several sites along Greenbank Road that have similar site layouts and interfaces with the adjacent community. These sites, listed below, are integrated into the surrounding residential community. The subject site is on the edge of an existing neighbourhood with access from Greenbank Road – an arterial roadway. The proposed development represents an increase in FSI (from 11.3% to 33%). In our opinion the proposed development supports the City's objectives of intensification inside the Greenbelt.



Figure 13 – Neighbourhood character precedent images in the Trend Arlington neighbourhood. Corner of Banner Road and Parkmount Crescent. Note the solid privacy fence along Parkmount Crescent



Figure 14 – Neighbourhood character precedent images in the Trend Arlington neighbourhood. Trend Park on the south edge of Canfield Road.

Section 2.5.1 Designing Ottawa

The City's urban design objectives and principles are found in Section 2.5.1 of the Official Plan. Compatible development is defined in the Official Plan as "development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surrounding it". In our opinion the proposed development fits well within its physical context and will not have adverse impacts on the surrounding properties on Canfield Road or Parkmount Crescent. The new community centre will be well buffered from both of these adjacent streets.

The proposed development supports the seven design objectives and principles as noted below:

Design Objective 1 – To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development will provide a welcoming community space for the church's congregation and the surrounding community. The community centre will offer a variety of spaces, previously unavailable, for both church members and the surrounding community including a gymnasium, library, classrooms and meeting rooms.

Design Objective 2 – To define quality public and private spaces through development.

Public and private spaces will be defined through fencing and signage. The church hopes that the new community centre will be used by the larger community. The children's playground will continue to be used by the daycare across the street and this is intended for private use. Comments from the public included requiring the need for fencing along Parkmount Crescent to reduce any parking along the residential street. The Church is prepared to enter into an agreement with the community association regarding the use of the community centre for community activities and functions.

Design Objective 3 – To create places that are safe, accessible and are easy to get to, and move through.

The new site plan introduces a new pedestrian pathway from the intersection of Canfield and Greenbank Road to the existing church, allowing direct access for pedestrians from the sidewalk or bus stop to the church and community centre. New sidewalks are planned through the site and will be placed in logical desire lines to reduce unmarked crossings. Pedestrian wayfinding through the site is a top priority for the church and its members. The driveway to access the site has been placed as far west along Canfield Road to reduce potential congestion at the intersection of Canfield and Greenbank Road.

Design Objective 4 – To ensure that new development respects the character of existing areas.

The development will respect the character of the area by refraining to increase surface parking through the use of a parking agreement with nearby parking lots. The design of the landscape buffer combined with a solid fence along Parkmount Crescent will reinforce the character of the surrounding community and other parts of the Trend-Arlington neighbourhood, such as along Canfield Road and further north on Parkmount Crescent. The new community centre will use a similar architectural style as the existing church and will not project above the current church's steeples. Massing of the new building will be kept low and most views of the new building will be screened through a

combination of fencing, existing and proposed landscaping and the existing mature vegetation along Greenbank Road.

Design Objective 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 new community centre will provide flexible spaces for use by the Church and surrounding community. As the community centre will be heavily used for church related uses during the weekends, the Church will make the various classrooms and meeting rooms available for the community during non-peak church service times.

Since church related activities are most concentrated during the weekend with light use during the week, a parking agreement will be executed between the church and the medical office building across Greenbank Road. This agreement will allow overflow parking to be accommodated during peak church service times (Sunday) within a reasonable walking distance to the site. This agreement will reinforce a shared parking agreement to use parking spaces when not required by the office building. This agreement takes advantage of two land uses – church and offices which have different parking requirements.

Design Objective 6 – To understand and respect natural processes and features in development design.

The community consultation process for the church has been vigorous and thorough. At least 2 large public meetings, and small-committee meetings have been held with the Church, Councilor Egli, the Trend Arlington community association and the general public. The Site Plan has had numerous iterations that responded to public input and comment. The Church has attempted to mitigate any adverse impacts on the surrounding community by reducing the surface parking area, entering into a parking agreement with an adjacent office building, increasing the amount of landscaping and fencing surrounding the site and providing the opportunity for the surrounding community to use the community centre facilities on a regular basis

Design Objective 7 – To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

To promote sustainable design and reduce undue pressure on the built environment, existing surface parking in the area will be utilized for surplus parking during peak church and community centre times. This means that additional parking spaces needed for the site will be accommodated by surrounding uses, the medical office building to the east has an agreement with the Church regarding the shared parking agreement.

Section 3.6.1 General Urban Area

Section 3 of the Official Plan discusses the different designations and land use within the Ottawa region. Section 3.6.1 General Urban Area provides guidance and policy on “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 employment, retail, service, cultural, leisure, entertainment and institutional uses.” Zoning will regulate the location, scale and type of land use and within neighbourhoods, zoning will allow uses that provide for the local, everyday needs for residents. Uses that serve the wider population will be located at the edges of neighbourhoods on roads where transit, car and truck access, and parking can be accommodated and easily met.

Policies regarding the General Urban Area relevant to the site are:

Policy and Regulatory Framework

- *Policy 1 – General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

The site is located with the General Urban Area designation, as shown in **Figure 12**. The General Urban Area permits a wide range of uses, including a community centre.

- *Policy 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.*

The evaluation of the policies in Section 2.5.1 and Section 4.11 are discussed in this report.

- *Policy 3 – Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.*

The proposed community building is two storeys in height (10.8 metres) compared to the five storey residential apartment building east of the site, Greenbank Road building heights range from one to five storeys. Low-rise buildings provide generous setbacks and buffering. Low rise residential dwellings can have a maximum building height of 9.5m. The new building will be the same height as the existing church - 10.8 metres high and since the new building is located further within the block, the impact on Canfield and Greenbank Road will be minimal. Existing vegetation, fencing and mature trees will lessen the visual impact on these streets.

The impact on Parkmount Crescent will be lessened by the perimeter fence and plantings that will surround the site. The new community centre will be located closer to the Greenbank property line to provide as much buffer between the residential dwellings on Parkmount.

- *Policy 5 – The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area.*

Arterial streets are typically characterized by a variety of uses ranging from commercial, retail, institutional, residential and office. Greenbank Road is an arterial road and the proposed development is of typical scale and use along an arterial road. Across the street is a five storey residential apartment building and further north is Sir Robert Borden High School. The high school generates large amounts of traffic at peak hours while the subject site generates large amounts of traffic on off-peak hours, primarily early on weekends for service hours. The apartment building across the street is a recent land use intensification that is appropriate for arterial roads.

- *Policy 7 – The General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:*
 - *Locations on the Rapid Transit and Transit Priority network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;*
 - *Suitable locations on the perimeter of, or isolated from, established residential development or other sensitive uses. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, natural and constructed buffering, or the presence of features such as significant depths of mature forest may be taken into account.*

The subject site is located on an arterial roadway where all-day public transit is offered. To ensure the site can accommodate the anticipated parking, a parking agreement will be executed with the medical office building on Greenbank Road to provide additional parking during the peak use times (weekends for church services).

The site is on the periphery of the established residential neighbourhood of Trend-Arlington. To mitigate the impact on the neighbourhood from the removal of three residential dwellings, a perimeter opaque fence will be constructed, and extensive landscape plantings are proposed along the Parkmount frontage. The fencing, plantings and generous setbacks are intended to replicate park-like settings seen throughout the neighbourhood. Mature deciduous and coniferous trees along the Greenbank and Parkmount edge will be retained.

Section 4.11 Urban Design and Compatibility

Policies in Section 4.11 of the Official Plan discuss issues of compatibility. This section outlines considerations between new and existing development, to fully understand the impact generated by infill or intensification development. The following reviews the compatibility of the proposed development against the evaluation criteria:

Views

The development is not within any view corridors or view planes. The development will not impede views in the neighbourhood, the community centre will be the same height as the existing church.

Building Design

The new community centre will be of similar design to the existing church. The size and orientation of the new building is in response to the amenities required by the Coptic Church. The architectural style has been developed based on the origins of the Coptic architecture in Egypt. Its beginnings were fused from indigenous Egyptian building traditions fused with Christian Byzantine styles. This design is expressed in the use of arches, columns, vaulted roofs and architraves, highlighted by proposed materials of brick, glass, are contemporary interpretations integrating with similar materials in common. Materials were load bearing stone with some structural elements in wood.

To reduce the impact on the adjacent community, the new building is not higher than the existing church. While the new building has a large footprint, efforts have been made to reduce the large building presence. This is done through various setbacks, fencing, landscaping and orientation.

Elevations in **Figure 11** illustrate the architectural design of the building.

Massing and Scale

The massing and scale will be similar to the existing church on the property. The design process of the new community building included several iterations that combined the community building and church together. Through community consultation it was determined that this building would be far too large and imposing on the site. Instead, the new site plan provides for a new community centre while retaining the existing church. An underground connection will be made between the two buildings to provide access through the buildings without going outside. Two separate buildings will be more in scale with surrounding developments and compatible with the adjacent community.

The site is located on an arterial roadway and intensification is permitted.

High-Rise Buildings

The development is not a high-rise building.

Outdoor Amenity Areas

The proposed development does not require outdoor amenity areas as per zoning. However, the Site Plan and Landscape Plan provide large gathering spaces near the entrances of the buildings and relocation of the children's play space. The core of the site is located away from the adjacent rear yard amenity areas and is connected to the public realm by sidewalks to Canfield Road.

Public Art

Public art is not proposed at this time.

Design Priority Areas

The site is not located within a Design Priority Area but principles of the guidelines for intensification have been used to develop the proposed design and design objectives of Section 2.5.1 of the Official Plan.

First Nations Peoples Design Interests

The development does not fall within a public lands project which calls for the engagement of First Nations.

3.3 ZONING BY-LAW

The property is currently zoned as I1B[428], I1 – Minor Institution Zone, Subzone B and the properties along Parkmount Crescent and Canfield Road are zoned as R1FF , R1 – Residential First Density, Subzone FF. To permit the proposed development, an amendment to the Zoning By-law is required. It is proposed that the 4 residential lots at 13, 15, 17 Parkmount and 9 Canfield Road be zoned institutional, with a restriction that only R1 residential uses be permitted on 13 Parkmount.



Figure 15 - Zoning.

The following table provides a summary of the existing and proposed zoning requirements:

Table 1 – I1B Zoning Provisions

Zone Provision		Required	Proposed	Compliance
Minimum Lot Area (m ²)		1000	7,797.96	✓
Minimum Lot Width (m)		30	68.84	✓
Maximum Front Yard Setback (m)		6	18.18	✓
Minimum Rear Yard Setback (m)		7.5	7.5	✓
Minimum Interior Side Yard Setback (m)		7.5	19.46	✓
Minimum Corner Side Yard Setback (m)		7.5	7.5	✓
Maximum Building Height (m)		18	10.8	✓
	Abutting a residential zone	3	0	✗

Minimum Landscape Area for Parking Lots (m)	Not abutting a street	1.5	3	✓
Parking Space Requirements for Place of Assembly and Place of Worship		89	98	✓
Bicycle Parking		3	4	✓
Minimum Driveway Width for Parking Lot Aisles (m)		6	6	✓
Minimum Perpendicular Parking Space Size (m)		2.6 x 5.2	2.6 x 5.2	✓
Minimum Small Vehicle Spaces		2.4 x 5.2	2.4 x 5.2	✓
Minimum Bicycle Parking Space Dimensions, Horizontal (m)		0.6 x 1.8	0.6 x 1.8	✓
Permitted Projections Above the Height Limit	The maximum height limits do not apply to the following structures: <ul style="list-style-type: none"> - Clock tower, church spire, steeple or belfry - Parapets, architectural features 			

3.3.1 Proposed Variances

A variance is requested to reduce the minimum landscape area for parking lots abutting a residential zone from 3 m to 0 m, this condition exists with the current property.

In addition to the performance standards this application is seeking (see table above), this application will seek to amend the Zoning By-law Section 96 – Place of Worship and Place of Assembly. Specifically:

- Policy (2): The cumulative gross floor area of all ancillary uses must not exceed the gross floor area of worship space. (By-law 2019-449)
 - o Seeking to increase the cumulative gross floor area of the ancillary uses from the permitted 276.2 m² (existing church, to remain and not increase in size) to 2,131.4 m².

To reduce the undue need of additional surface parking, the plans propose 98 parking stalls. The following rationale is used to amend standard Ottawa zoning performance standards and Section 97:

Place of Worship: 276.2 m² (28 spaces required) – this only includes the sanctuary, mezzanine and altar in the existing church

- Parking rate 10 spaces/100 m²

Community Centre: 2,131.4 m² (85 spaces required) – this includes all new proposed GFA spaces in the new community centre and classrooms, and hall and kitchen in the existing church. Space excluded includes coat rooms, bathrooms, storage, hallways, reception desk space, and mechanical electrical rooms

- Parking rate 4 spaces/100 m²

For the ultimate parking count, we have calculated a total of 113 parking spaces required for the site. However, we would be proposing 98 spaces as per the site plan. We propose 98 spaces based on the scheduling of services and use of the two buildings. The sanctuary (place of worship) will not be used while the community centre is being used. The 2 facilities will be complimentary to each other.

Policy and Regulatory Framework

The church has provided a description of the functional use of the church and community centre as outlined below. In our opinion 98 parking spaces will be sufficient for the uses that are proposed.

From the Church:

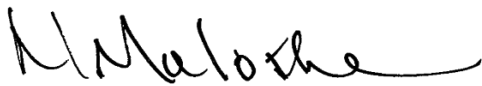
"With the proposed addition of the service building next to the existing church building, it is important to point out that the existing church building remains the same size, accommodating the same number of parishioners for Sunday worship as before. A typical Sunday in our church consists of a single worship service, beginning at 7:45 AM and ending around 11:00 AM. We run a single service for our congregation on Sundays (not parallel services). Following the worship, the congregation gather for a meal together in the dining hall in the basement of the existing building. The proposed service building would house a dual-use gymnasium / classrooms; the congregation would move from the church building, to the dining hall. Following the meal, children of all ages (Kindergarten up to High School) would typically attend Sunday School classes; many of the older youth along with parents help to teach and oversee the Sunday School activities. The day would typically conclude before 2:00 PM. The same set of worshippers attending the prayers (until 11:00 AM), or a subset of these attendees, would be joining in the meal (in the dining hall at the basement of the existing building), and in the Sunday School activities (also housed in the new proposed service building)."

To prevent the need for multiple applications to the City, 13 Parkmount is included in the Zoning By-law Amendment to simplify the application and clearly define the property boundaries. Only a portion of the rear yard at 13 Parkmount will be used as property for the community centre development as separation distance from the new building and the existing residential dwelling. The Church does not have plans to redevelop the residential dwelling and a schedule will be added to the new zoning to state that the residential dwelling will remain. A single residential dwelling is permitted in the I1B zone (Minor Institutional, Subzone B).

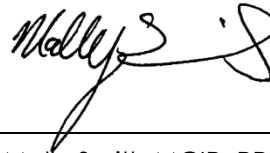
4.0 CONCLUSION

It is our professional opinion that the proposed development represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement which promotes efficient and appropriate development on lands within the urban boundary.
- The proposal promotes intensification on a site where public transportation is readily available and contribute to a more sustainable land use pattern.
- The proposed development achieves the goals, policies and objectives of the Official Plan, specifically the applicable policies of Section 2, 2.5.1, 3.6.1, and 4.11.
- The proposed development maximizes the potential of an under-utilized site. It will contribute to the Greenbank community by introducing community serving uses.

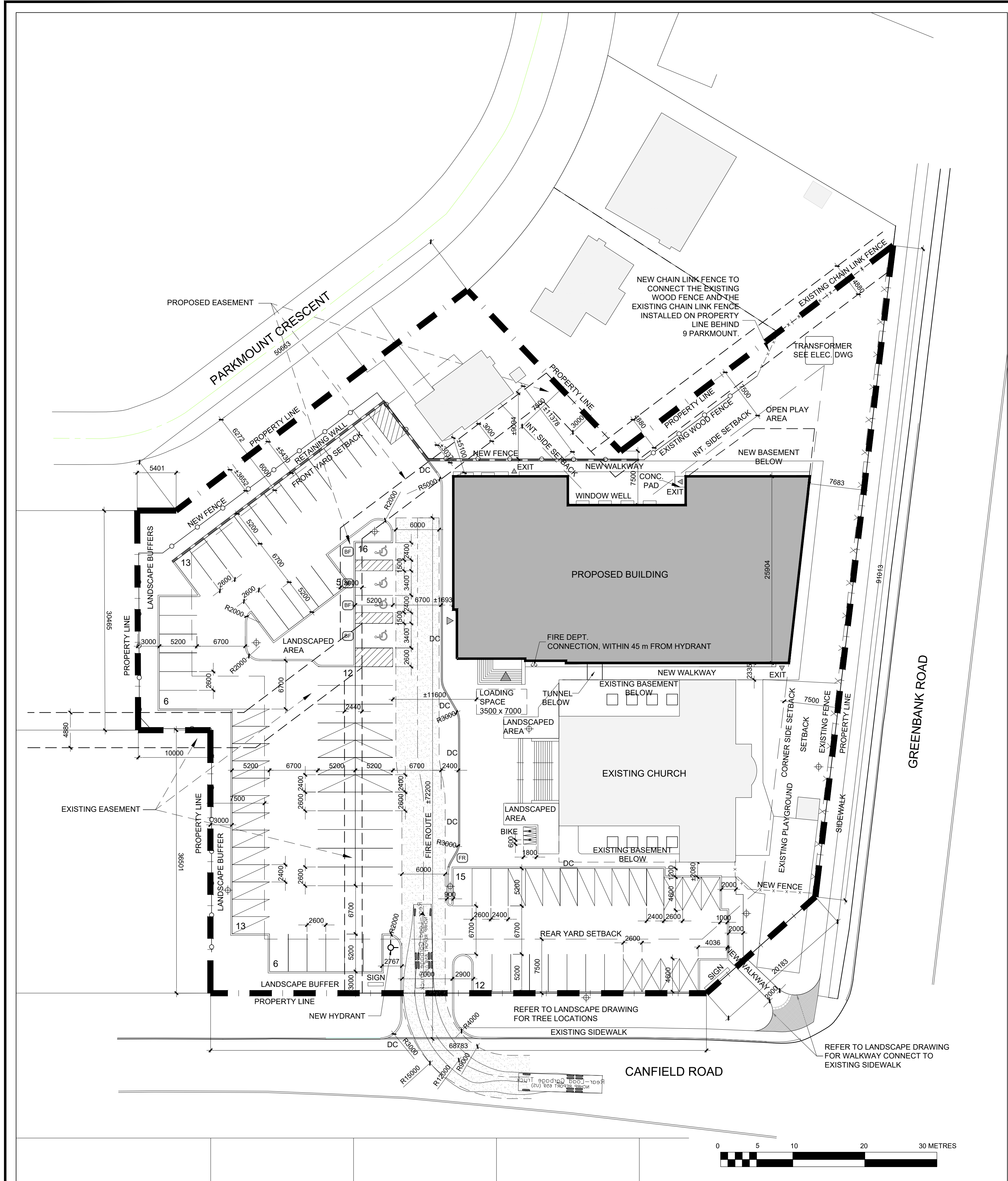


Nancy Meloshe, MCIP, RPP
Principal, Community Development
Phone: (613) 724-4096
Fax: (613) 722-2799
Nancy.Meloshe@stantec.com



Molly Smith MCIP, RPP
Planner
Phone: (613) 725-5550
Fax: (613) 722-2799
Molly.Smith@stantec.com

APPENDIX A

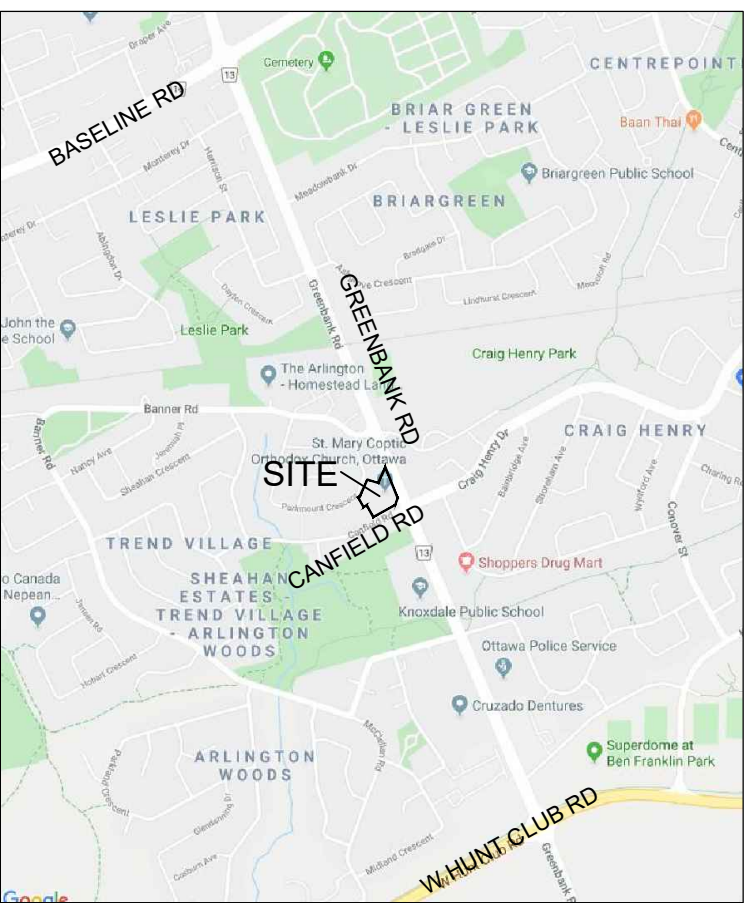


SURVEY INFORMATION TAKEN FROM:
TOPOGRAPHIC PLAN of SURVEY of
**LOTS 19, 38, 39, 40, 41 AND 42
AND PART OF BLOCK J
REGISTERED PLAN 485324
CITY OF OTTAWA**

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
 - THIS SURVEY WAS COMPLETED ON THE 9th DAY OF JUNE, 2019.

STANTEC GEOMATICS Ltd
400-1331 Clyde Ave, Ottawa, Ontario, K2C 3G4
Tel.: (613) 722-4420
www.stantec.com



KEY PLAN
SCALE
A002

PROJECT INFORMATION:

BUILDING CLASSIFICATION:
THE BUILDING IS CLASSIFIED AND DESIGN TO CONFORM TO THE ONTARIO BUILDING CODE 2012 (CURRENT EDITION) PART 3

OCCUPANCY:
GROUP A, DIVISION 2, SPRINKLERED, TWO STOREY (3.2.2.24)

BUILDING STATISTICS:
BUILDING AREA (FOOTPRINT): 1166.7 sq.m.
GROSS FLOOR AREA: 2924 sq.m.
NUMBER OF STOREYS ABOVE GRADE: 2
NUMBER OF STOREYS BELOW GRADE: 1
BUILDING SPRINKLERED: YES
OF STREET ACCESS ROUTES: 1
CONSTRUCTION TYPE: NON-COMB.
FLOOR ASSEMBLY & F.R.R.: 1 HOUR

CONSULTANTS

ARCHITECT
N4s Architecture Inc.
The Sovereign Building
71 Bank Street, 7th Floor
Ottawa, Ontario K1P 5N2 | Tel: 613-224-0095

CIVIL & TRANSPORTATION
STANTEC Ltd
400-1331 Clyde Ave, Ottawa, Ontario, K2C 3G4
Tel.: (613) 722-4420

LANDSCAPE & TREE CONSERVATION REPORT
STANTEC Ltd
400-1331 Clyde Ave, Ottawa, Ontario, K2C 3G4
Tel.: (613) 722-4420

STRUCTURAL
STANTEC Ltd
400-1331 Clyde Ave, Ottawa, Ontario, K2C 3G4
Tel.: (613) 722-4420

MECHANICAL & ELECTRICAL
Quadrant Engineering
2283 St. Laurent Blvd, Unit 203
Ottawa, Ontario, K1G 5A2 | Tel: 613-567-1487

GEOTECHNICAL REPORT PROVIDED TO OWNER BY:
WSP Canada Inc.
300-2611 Queensview Dr.
Ottawa, Ontario, K2B 8K2 | Tel.: (613) 829-2800

SURVEY PLAN INFORMATION PROVIDED TO OWNER BY:
STANTEC GEOMATICS Ltd
400-1331 Clyde Ave, Ottawa, Ontario, K2C 3G4
Tel.: (613) 722-4420

ENVIRONMENTAL
WSP Canada Inc.
300-2611 Queensview Dr.
Ottawa, Ontario, K2B 8K2 | Tel.: (613) 829-2800

OWNER
ST. MARY COPTIC ORTHODOX CHURCH
1 CANFIELD ROAD
Ottawa, Ontario K2H 5S7

ZONING INFORMATION

NOTE: ALL ZONING DEFINITIONS AND REQUIREMENTS AS PER CITY OF OTTAWA ZONING BY-LAW 2008-250

ZONING MECHANISM	REQUIRED	PROVIDED
ZONING CODE	1B [428]	CHURCH
MINIMUM LOT AREA	1000 m ²	7797.96 m ²
MINIMUM LOT WIDTH	30 m	68.84 m
MINI. FRONT YARD SETBACK	6 m	18.18 m (EXISTING)
MINI. CORNER YARD	7.5 m	7.5 m
MINI. REAR YARD	7.5 m	7.5 m
MINI. INTER. SIDE YARD	7.5 m	19.46 m
MAX. BUILDING HEIGHT	18 m	10.8 m
PROPOSED PARKING SPACE		98
PROPOSED LOADING SPACE	1 / 2,000 m ² - 4,999 m ² of G.F.A.	1
LOADING SPACE SIZE	3.5 x 7.0 m	3.5 x 7.0 m
PROPOSED BICYCLE SPACE	3 (1 / 1500 m ²)	4
FLOOR AREAS	EXISTING FOOTPRINT	+/- 470 m ² (5,060 s.f)
	TOTAL FLOOR AREA	+/- 1205.5 m ² (12,976 s.f)
PROPOSED	FOOTPRINT	1166.7 m ² (12,558 s.f)
	TOTAL FLOOR AREA	2924.1 m ² (31,475 s.f)

PARKING SPACE TABLE

BUILDING	REQUIRED BY-LAW			PRVD.
	ASSEMBLY AREA	RATE	SPACE	
EXISTING CHURCH	CHURCH HALL: 275 m ²	28 / 100 m ²		
PROPOSED ACTIVITY CENTRE	GYM & LOUNGE: 570 m ² OFFICE: 100 m ²	57 / 10 / 100 m ² 4 / 2.4 / 100 m ²	89	98

PARKING SPACE DIMENSION

DIMENSION	QNTY.	BY-LAW PROVISIONS
2.6 x 5.2 m	57	
3.4 x 5.2 m TYPE A (B-F)	2	1 MINI. REQD. 4 PROVIDED
2.4 x 5.2 m TYPE B (B-F)	2	
2.4 x 5.2 m REDUCED	30	34 SPOTS 37.7% (40% MAX)
2.6 x 4.6 m REDUCED	7	
TOTAL	98	

LEGEND

- PROPERTY LINE
- YARD SETBACK
- FENCE
- RETAINING WALL
- NEW CURB
- DEPRESSED CURB
- PROPOSED BUILDING
- EXISTING BUILDING
- FIRE ROUTE
- PAINT AREA
- MAIN ENTRANCE
- STANDARD PARKING SPACE 2.6 x 5.2 m
- REDUCED PARKING SPACE 2.6 x 4.6 m
- REDUCED PARKING SPACE 2.4 x 5.2 m
- LIGHT STAND

SIGNAGE LEGEND:

- FR FIRE ROUTE
- BF BF PARKING



**ST. MARY COPTIC
ORTHODOX CHURCH**
OTTAWA, CANADA

2	RE-ISSUED FOR SITE PLAN CONTROL	23 April 2020
1	ISSUED FOR SITE PLAN CONTROL	19 Dec. 2019
no.	revision	date

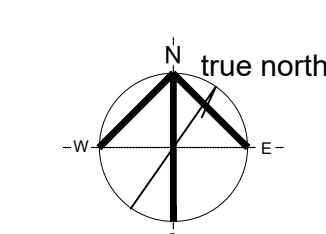
N4S ARCHITECTURE INC.
71 Bank Street, 7th Floor - Ottawa, Ontario, K1P 5N2
tel. 613.224.0095 fax 613.224.9811

project

**ST. MARY COPTIC
ORTHODOX CHURCH
EXPANSION**

1 CANFIELD RD, OTTAWA, ON.

construction north



seal



drawing title

SITE PLAN - NEW WORK

scale

AS SHOWN

drawn by

N.F.

date

OCTOBER 2019

checked by

R.M.

project number

15-134

drawing number

A-002

CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE WORK COMMENCES. DO NOT SCALE DRAWINGS.

revision

D02-02-19-0145