



4000 Strandherd Drive

Planning Rationale + Design Brief
Site Plan Control
August 17, 2023



Prepared for Haven Baptist Church

Prepared by Fotenn Planning + Design
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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed development on the subject property municipally known as 4000 Strandherd Drive in the City of Ottawa.

The subject property, legally described as Part Block 123 Plan 4M538, Parts 3 and 4 Plan 4R12455, Nepean, is located at 4000 Strandherd Drive in the Old Barrhaven East neighbourhood of the City of Ottawa. The proposed development contemplated for the property includes the construction of a 279.51m² addition to the southern portion of the existing structure, the expansion of the parking lot to add an additional 16 vehicular parking spaces, and the construction of a new outdoor landscaped area.

1.1 Purpose of Application

To facilitate the proposed development, a Site Plan Control application is being submitted. This Planning Rationale and Design Brief in support of the Site Plan Control application addresses the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality. Additionally, the required supporting studies, plans, and reports identified by staff at the November 7th, 2022 Pre-Application Consultation meeting will be included as a part of this application, specifically:

- / Site Servicing & Stormwater Management Report, prepared by EXP Services Inc., dated July 24, 2023;
- / Site Servicing, Grade Control, & Drainage Plan; prepared by EXP Services Inc., dated July 26, 2023;
- / Existing conditions & Removals Plan, prepared by EXP Services Inc., dated July 26, 2023;
- / Pre-Development & Post-Development Storm Drainage Area Plan, prepared by EXP Services Inc., dated July 26, 2023;
- / Erosion and Sediment Control Plan, prepared by EXP Services Inc., dated July 26, 2023;
- / Planning Rationale and Design Brief, prepared by Fotenn Planning + Design, dated July __, 2023;
- / Site Plan, prepared by Angelo Mattia Spadola Architect, dated March 8, 2023;
- / Building Elevations, prepared by Angelo Mattia Spadola Architect, dated March 8, 2023;
- / Roof Plan, prepared by Angelo Mattia Spadola Architect, dated March 8, 2023;
- / Floor Plan, prepared by Angelo Mattia Spadola Architect, dated March 8, 2023;
- / 3D Perspective Renderings, prepared by Angelo Mattia Spadola Architect, dated March 8, 2023;
- / Landscape Plan, prepared by Fotenn Planning & Design, dated August 10, 2023;
- / Survey Plan prepared by Annis, O’Sullivan, Vollebekk Ltd., dated December 10, 2018;
- / Phase One Environmental Site Assessment, prepared by EXP Services Inc., dated June 19, 2023; and,
- / Tree Conservation Report, prepared by IFS Associates, dated July 28, 2023.

1.2 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will be undertaken in anticipation of the application that is being submitted:

Notification of Ward Councillor, Councillor David Hill

- / The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.

Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for the statutory public meeting will be undertaken by the City of Ottawa.

2.0 Site and Surrounding Context

2.1 Subject Property



Figure 1: Context Map.

The subject property, known municipally as 4000 Strandherd Drive, is located in the Old East Barrhaven Neighbourhood of the City of Ottawa. The property has a frontage of 102.21 metres along Strandherd Drive, and a depth of approximately 50 metres, resulting in a total lot area of approximately 5,366.38m². The site is currently occupied by the Haven Baptist Church – a single-storey structure with an existing gross floor area (GFA) of 446.49m². The subject property also has a surface parking lot currently hosting 57 vehicular parking spaces, which includes three (3) accessible spaces. The area surrounding the property is characterized by the low-density suburban residential neighbourhood of Barrhaven, as well as the commercial and retail uses of the Barrhaven Town Centre, located to the east of the subject property along Strandherd Drive.

2.2 Surrounding Context

North: Immediately north of the subject property is the Opal Lane cul-de-sac, which provides connections to three separate pedestrian path networks. The paths converge along Opal Lane providing pedestrian and cycling access to the areas to the north, west, and east of the subject property. The residential neighbourhood to the north is characterized by single-detached dwellings as part of the general pattern of suburban development found in the area.

East: The area to the east of the subject site is characterized by the commercial uses of the Barrhaven Town Centre abutting Strandherd Drive and the residential uses to the north of Strandherd Drive. The Barrhaven Town Centre consists of a collection of power centre and outbuilding retail uses with large surface parking lots fronting onto Strandherd Drive. The

Town Centre is poised for redevelopment through the recently enacted secondary plan for the area, although the plan's boundaries do not include the subject property.

South: South of the subject property is an ongoing Minto residential subdivision development, which consists of single-detached and townhouse dwellings. A large portion of the lands are still under construction with the addition of a French-Public school at the corner of Strandherd Drive and Chakra Street.

West: Immediately west of the subject site is the Nepean Seventh-day Adventist Church and Harvest Mission Bible Church. Further west is the residential neighbourhood of Old Barrhaven East, consisting of primarily townhouse and single-detached dwellings.



Figure 2: Imagery of the surrounding context, depicting the areas to the (starting at the top right, then going clockwise) North, East, South, and West. (Google Earth).

2.3 Transportation

The subject property is located along Strandherd Drive, an existing arterial road, providing primary access east and westward through the Barrhaven community. The property's sole vehicular egress is located off Strandherd Drive. This application does not propose any changes to the location or size of the private approach. The proposed changes include the addition of 16 vehicular parking spaces on the subject property. The proposed addition and increases to the number of vehicular parking is accompanied by the appropriate addition of accessible parking located closest to the front door of the building.

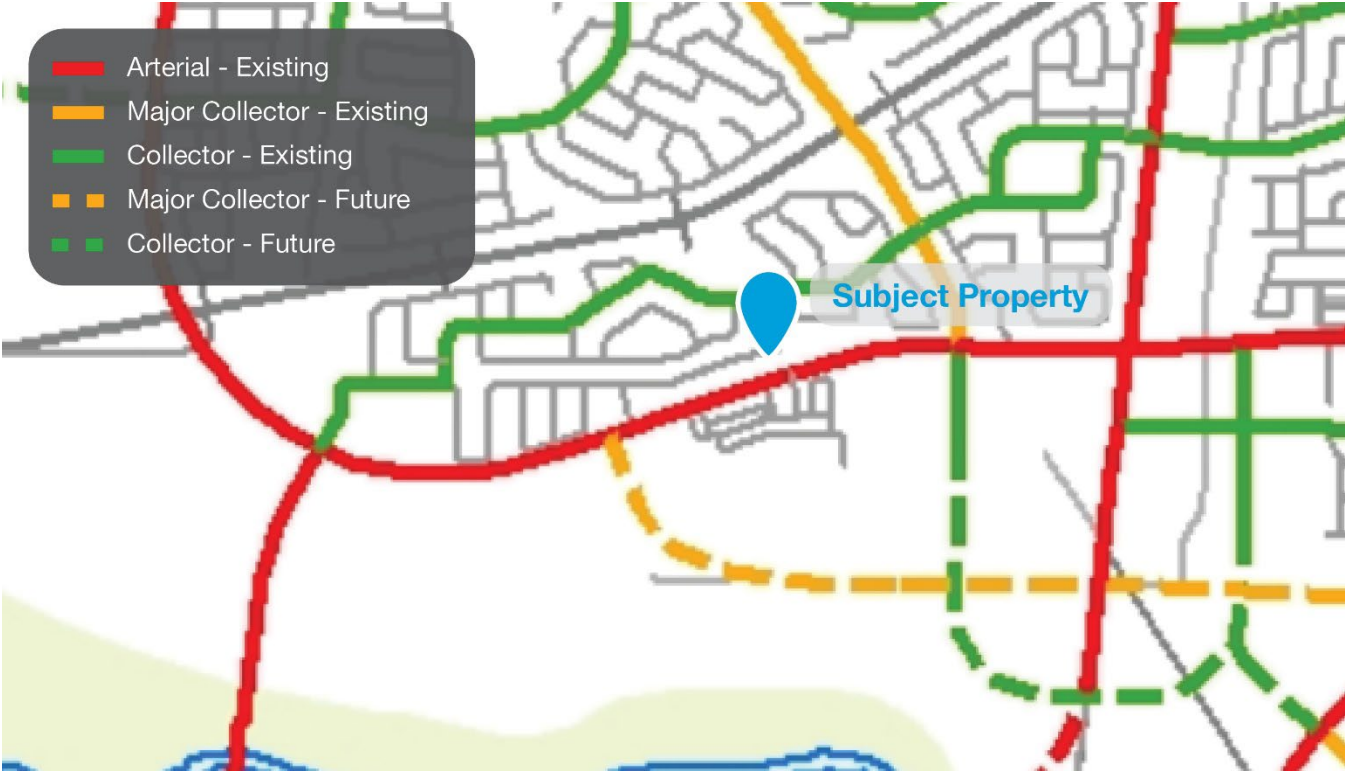


Figure 3: Schedule C4 - Urban Road Network.



Figure 4: Aerial imagery from 1999 (GeoOttawa) displaying the original alignment of Strandherd Drive in relation to the subject property.

Figures 4 and 5 display the previous alignment of Strandherd Drive along the northern property line. As per aerial imagery taken from the City of Ottawa's GeoOttawa platform, the current configuration of Strandherd Drive is shown to have been established between 1999 and 2002, with the existing structure occupying the site across both years. The remnants of the previous right-of-way easement are still present (Figure 5) and represent the lands abutting the current rear yard of the subject property. The rear yard setback of the existing structure is assumed to have been developed in accordance with the applicable Zoning By-law provisions at the time, with the current rear yard having been previously the designated front yard. As will be referenced in the review of the Zoning By-law, the legal non-conforming rear yard is a result of these changes.

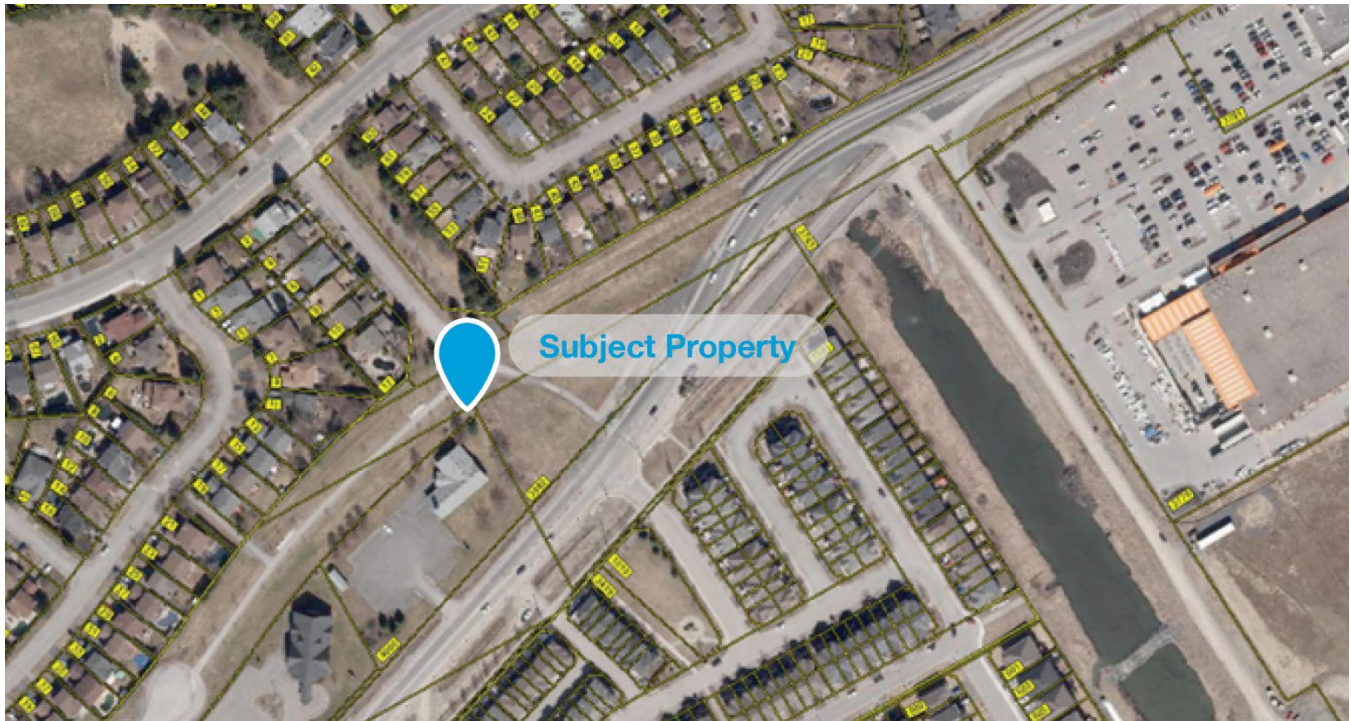


Figure 5: Aerial imagery from 2021 (GeoOttawa) displaying the current alignment of Strandherd Drive in relation to the subject property.

Proposed Development & Design Brief

The proposed development on the subject property includes the construction of a 279.5m² addition to the existing church structure, the expansion of the parking lot, and the addition of an outdoor landscaped area. The purpose of the addition is to increase the capacity of the assembly area as well as add additional classroom space for Sunday School and other youth programming. The addition will result in a new total gross floor area (GFA) of 726.22m². The proposed addition will maintain a large portion of the existing building as well as the spire which sits at approximately 11.65 metres tall. The proposed addition will also result in an increase to the building height, excluding the spire, of 8.3 metres.

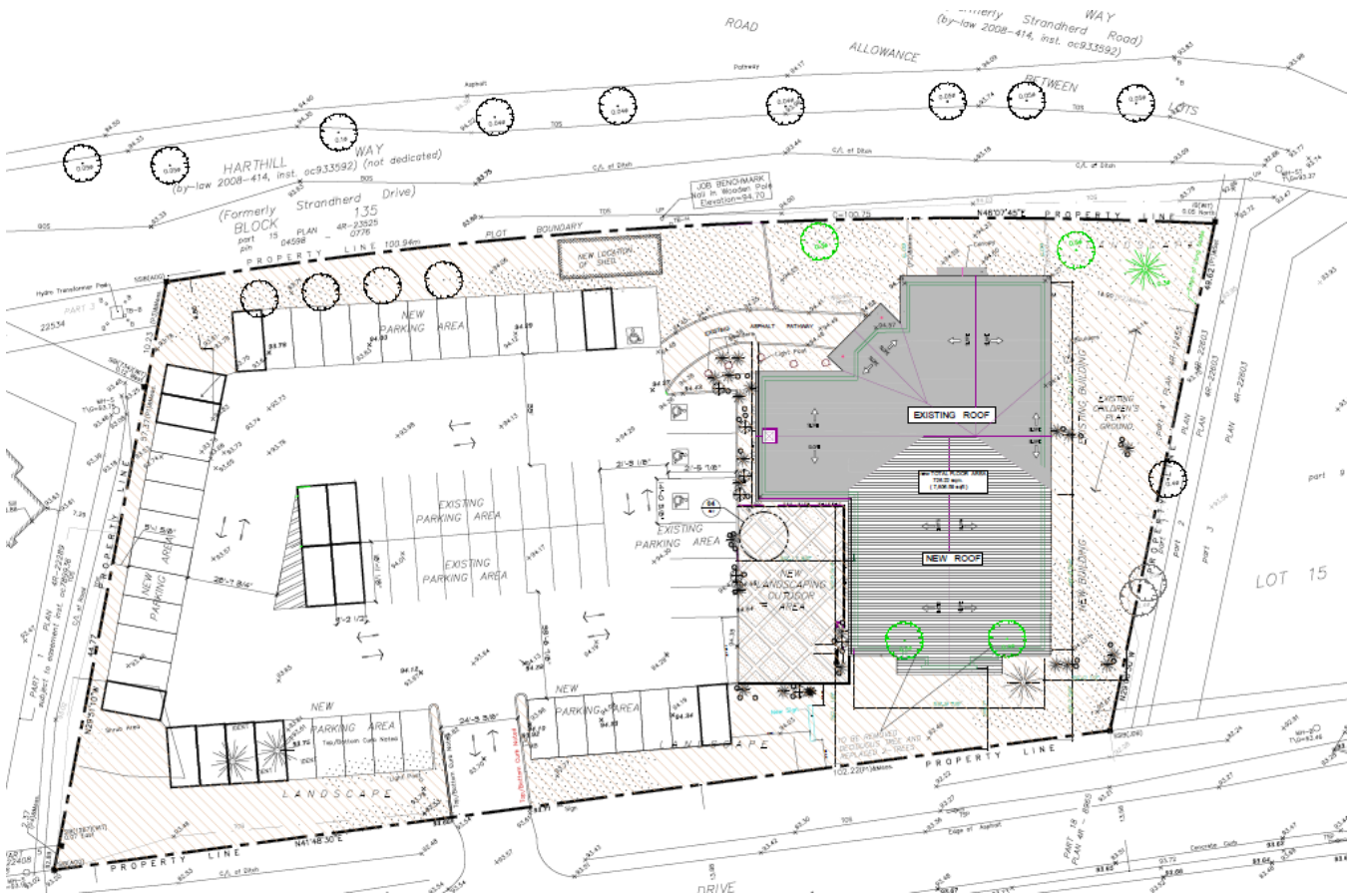


Figure 6: Site Plan displaying the proposed building addition, parking lot expansion, and new outdoor landscaped area.

The expansion of the existing surface parking lot is proposed to include an additional 16 parking spaces, which includes four (4) accessible parking spaces, resulting in a total of 70 vehicular parking spaces.

This proposal also seeks to develop a new landscaped outdoor area to be used by parishioners and users of the church (see Figure 7). The surface of this new area will be a semi-permeable interlock patio with access provided from a side door along the western wall of the church. As depicted in the perspective renderings, the area is poised to host church events and outdoor gatherings.



Figure 7: Perspective rendering of the proposed addition and improved patio area along the western frontage of the building.



Figure 8: Perspective rendering of the proposed addition and landscaped area abutting the parking lot on the property.

3.1 Urban Design Brief

Given the nature of this application, the Design Brief will solely address the policies and guidelines as they apply to the proposed Site Plan Control application. The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of applicable Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City.

3.1.1 Relationship to the Public Realm

The proposed development and addition to the building extends the building massing towards the Strandherd Drive frontage, helping to distinguish the built form from the road. The extension of building creates a greater sense of depth from Strandherd Drive and emphasizes the building form as opposed to the surface parking lot along the same frontage. Although the proposed development is an addition to an existing structure, the building massing remains conscious of the context and adjacent land uses, ensuring not to present undue impacts on the enjoyment of the lands surrounding the development.

In addition to the changes to the built form, the proposed development seeks to implement changes to the landscaping on the property resulting from the expanded built form. The proposed building addition will result in the forced removal of two (2) deciduous trees along the frontage of the property. The supporting landscape plan indicates that the two (2) trees are to be replaced along the rear property line. The siting of these trees in proximity to the pedestrian pathway to the north helps to improve the public realm to a greater degree than at the front of the lot. The trees also contribute to the children’s play area, as identified on the site plan, providing shaded areas on the periphery of the space, helping to frame its function in relation to the adjacent property, the public realm, and the building.

3.1.2 Urban Design (Section 4.6)

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City’s urban design program. The subject property is not included within any Design Priority Area, as defined by the Official Plan, but Section 4.6 provides additional policy guidance applicable to the proposed development.

Provision	Response
Section 4.6.1	
1) Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5.	The proposed development is not located within a Design Priority Area.
Section 4.6.3	
1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.	<p>The proposed addition to the building minimizes impact on the existing greenspace and landscaping abutting the public realm, with the exception of the removal of two (2) trees on the site which are proposed to be replaced at a 1:1 ratio.</p> <p>The rear yard conditions are maintained as a result of the proposed development and the trees along the rear lot line are maintained, continuing to contribute to the conditions along the pedestrian pathway to the rear.</p>

	Minimal pedestrian and public realm infrastructure currently exists along the front lot line, but city-initiated opportunities to improve the right-of-way conditions are not limited by the proposed development.
8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.	Minimal pedestrian and public realm infrastructure currently exists along the front lot line due to the drainage ditch along Strandherd Drive, but city-initiated opportunities to improve the right-of-way conditions are not limited by the proposed development.
Section 4.6.4	
2) Development throughout the City shall demonstrate that the intent of applicable Council-approved plan and design guidelines are met;	The proposed development aligns with many of the guidelines established through the council-approved design guidelines.
3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities into the design of the building, and by accommodating space on the site for trees, where possible;	No additional vehicular private approaches are proposed through this application, minimizing any additional impacts on the pedestrian and cycling safety conditions surrounding the subject property.
4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards.	The proposed development provides four (4) accessible parking spaces, located closest to the front door which provides accessible access into the building.
Section 4.6.6	
6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.	The area utilized for outdoor activities to the south of the existing building, is not disrupted as a result of the proposed development, limiting interactions with the adjacent arterial road and parking lot on the property.

4.0 Policy and Regulatory Frameworks

4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a guiding policy document issued by the Province of Ontario under the *Planning Act* which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. The PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In support of the desire to develop a range of housing supply to meet current and future needs, adequate community services and spaces to support community social well-being.

- / 1.1.1 Healthy, Liveable and safe communities are sustained by:
 - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) accommodating institutional (including places of worship, cemeteries and long-term care homes) to meet long-term needs;
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- / 1.1.2 Within settlement areas, sufficient land shall be made available through intensification.
- / 1.1.3.1 *Settlement areas* shall be the focus of growth and development.
- / 1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) 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.
- / 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- / 1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The policies of the PPS seek to guide development across the province, encouraging a more sustainable pattern and built form through intensification and redevelopment within settlement areas. The proposed development aligns with the policies of the PPS as it intensifies an existing site, fully serviced by municipal infrastructure, through building expansion within a settlement area, accommodating an institutional use to meet the long-term needs of the expanding community. The increased size of the church will help to accommodate a growing parish as the Barrhaven community is poised to rapidly expand through intensification and redevelopment in the surrounding areas.

4.2 City of Ottawa Official Plan 2022

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City. This review will examine the specific policies of the Plan which apply to the subject property and proposed development.

4.2.1 Suburban Transect

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). The subject property is located in the Suburban Transect, as identified on Schedule A of the Official Plan, and is designated as Neighbourhood on Schedule B6.



Figure 9: Schedule A - Transect Policy Areas (subject property identified).

The Suburban Transect surrounds the City's greenbelt and is comprised of the conventional suburban neighbourhoods such as Barrhaven, Kanata, and Orleans. The transect policies aim to recognize the suburban pattern of development while guiding new development to include a range of residential, commercial and service uses across its expanse. The policies highlight the need to accommodate a large portion of the City's growth through intensification, redevelopment, and expansion of service offerings, supporting the city-wide evolution towards 15-minute neighbourhoods.

Policy 5.4.1.2 a) provides guidance related to the built form permitted within the Neighbourhood designation within the Suburban Transect. The policy states that, within the Neighbourhood designation, the built form will be characterized by low-rise buildings.

4.2.2 Neighbourhood

The Neighbourhood designation represents the core of the communities found in the urban and suburban areas of the City. The stage of evolution varies across neighbourhoods around the city, and the policies of the Official Plan recognize this, and help to guide development towards the desired 15-minute neighbourhood pattern of development. The designation policies ensure intensification and development while remaining sensitive to the existing character of the neighbourhood.

Specific policies that apply to this proposal include:

- / 6.3.1(2) Permitted building heights in Neighbourhoods shall be low-rise;

- / 6.3.1(4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services that primarily serve residents in walking distance and that:
 - o i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - o ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - o iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm; and,
 - o iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - e) Limited large-scale non-residential uses and include office-based employment, greenspace, largescale institutions and facilities and other smaller institutional functions;
- / 6.3.3.2 The City shall allow, through the Zoning By-law, small-scale non-residential uses such as cultural functions: on all Collector streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non-residential growth.

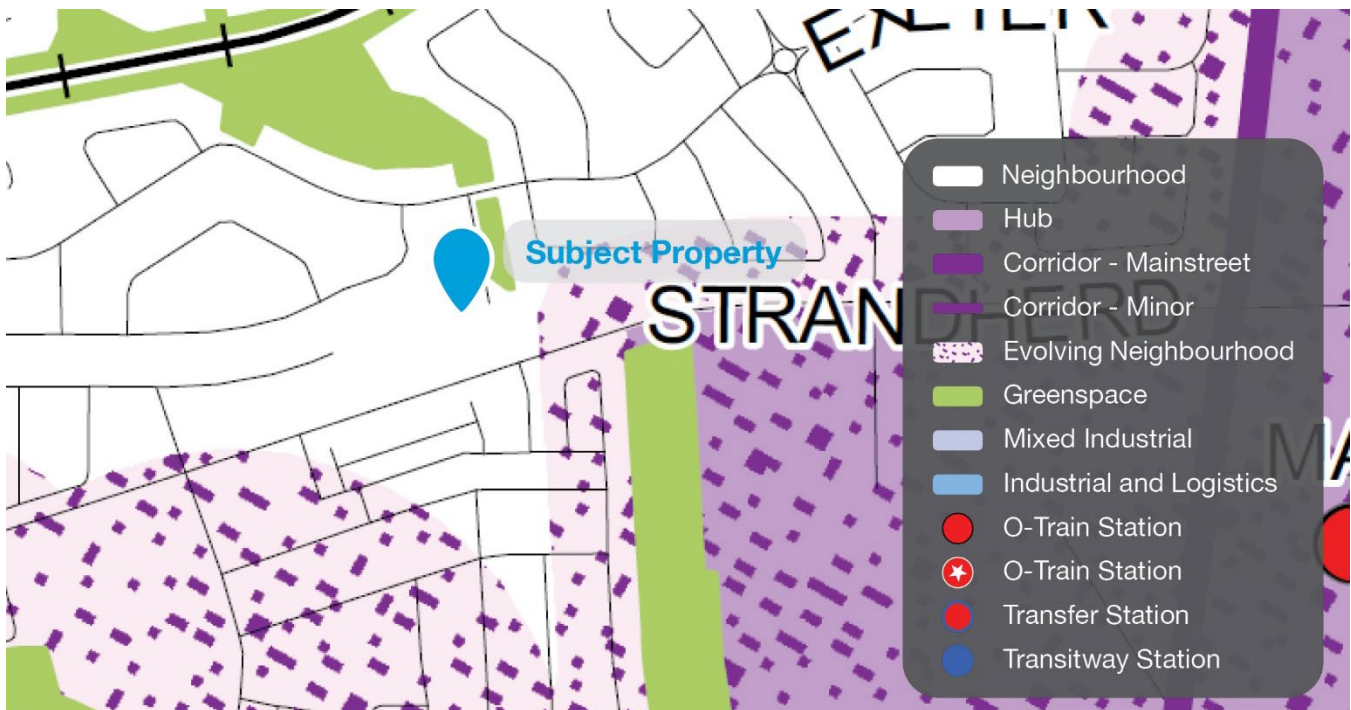


Figure 10: Schedule B6 - Suburban (Southwest) Transect (subject property indicated).

The subject property conforms to and applies all relevant transect and designation policies of the City of Ottawa Official Plan. The proposed development on the subject property intensifies an existing community-oriented use within the Old Barrhaven East neighbourhood to meet the needs of the growing population. The policies of the Suburban Transect and the Neighbourhood designation permit the use, scale, and intensity of development on the subject property, as proposed.

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

The subject property is zoned I1B – Minor Institutional, Subzone B in the City’s Comprehensive Zoning Bylaw. The purpose of the zone is to permit a range of institutional and community-oriented uses across the City’s urban area. The location of these zones is meant to minimize any negative impacts between conflicting land uses. The zone manages the size and scale of development in order to ensure compatible development in proximity to the existing neighbourhood character.

4.3.1 I1B – Minor Institutional Permitted Uses

The zone permits a range of non-residential uses, including:

- / Community centre;
- / day care;
- / emergency service
- / group home, see Part 5, Section 125;
- / library;
- / museum;
- / municipal service centre;
- / one dwelling unit ancillary to a permitted use;
- / park;
- / **place of assembly;**
- / **place of worship** (By-law 2013-224);
- / recreational and athletic facility;
- / residential care facility};
- / retail food store, limited to a farmers’ market (By-law 2016-135);
- / retirement home;
- / retirement home, converted, see Part 5, Section 122;
- / rooming house;
- / school;
- / shelter, see Part 5, Section 134;
- / sports arena;
- / training centre limited to job instruction/ training associated with a school (By-law 2008-341); and,
- / urban agriculture, see Part 3, Section 82 (By-law 2017-148) (By-law 2018-206).

4.3.2 I1B – Minor Institutional Zoning Provisions

Table 1 below describes the Zoning By-law provisions and requirements applicable to the subject property, as well as the compliance of the proposed development.

Table 1: I1B Subzone provisions (City of Ottawa Comprehensive Zoning By-law - Table 170B)

Zoning Mechanism	Provision	Proposed	Compliance
Minimum Lot Width (m)	30 metres	102 metres	Yes
Minimum Lot Area (m ²)	1,000m ²	5,366.38m ²	Yes
Minimum Front Yard Setback (m)	6 metres	7.8 metres	Yes
Minimum Rear Yard Setback (m)	7.5 metres	6.09 metres	*See note below
Minimum Interior Yard Setback (m)	7.5 metres	3.94 metres	Yes
Minimum Corner Yard Setback (m)	7.5 metres	N/A	N/A
Maximum Height (m)	18 metres	6.8 metres	Yes
Parking Requirements			
Minimum Parking Space Rate	10 per 100m ² of GFA of assembly area (27 spaces)	70 spaces	Yes
Minimum Required Width of a Landscape Buffer Not Abutting a Street	1.5 metres	1.56 metres	Yes
Parking Required for Persons with Disabilities (By-law No. 2017-301)	1 space	4 spaces	Yes
Parking Dimensions for Persons with Disabilities (By-law No. 2017-301)	Length: same length as the other parking spaces Width: 3.66 metres	6.55 metres 4.28 metres	Yes

*The addition to the existing structure proposed through this application does not impact the rear portions of the building or the rear yard setback. The existing conditions on the site related to the rear yard setback are legally non-conforming, and thus, do not require any variances to permit their continued existence.

The proposed Site Plan Control application also proposes to relocate the existing storage shed to the rear yard of the property. The table below will examine the provisions of Section 55 – *Accessory Uses, Building and Structure* as they relate to the proposed development, ensuring zoning compliance.

Zoning Mechanisms	Section 55 Zoning Provisions	Proposed	Compliance
(1) Minimum Required Setback from Front Lot Line	Same as required for principal building – 6 metres	>6 metres	Yes
(3) Minimum Required Setback from an Interior Side Lot or Rear Lot	a) Other accessory buildings or structures, or situations not ii) Not abutting a residential zone – 0 metres	0 metres N/A	Yes

Line not abutting a street	otherwise specified above				
4) Minimum Required Distance from any Other Building Located on the same lot, except for a hot tub	0 metres		N/A		Yes
5) Maximum Permitted Height	b) All other zones	6 metres	~3 metres		Yes
6) Maximum Permitted Size	No Restriction		N/A		Yes
7) Maximum Number of Accessory Buildings Permitted on a lot	No Restriction		1		Yes

5.0 Supporting Studies

5.1 Site Servicing & Stormwater Management Report

A review of the site servicing and stormwater management of the subject property in relation to the proposed development was conducted by EXP Services Inc., dated July 24th, 2023. The report highlights and addresses the existing servicing adequacy for the proposed addition as well as stormwater management quality and quantity control strategy as per the criteria set by the City of Ottawa. Additionally, erosion and sediment control techniques related to construction activities were noted. The report concludes that the existing building and proposed development can be serviced by existing sanitary and water services and the stormwater management control criteria will be achieved through the use of a storage trench and outlet pipes.

5.2 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment was conducted by EXP Services Inc. and a resulting report was prepared, dated June 19, 2023. The report details the past and present site activities that may have resulted in actual or potential contamination of the property. Based on the review of historical aerial photography, fire insurance plans, and other relevant records, the report details that the property was previously vacant prior to the development of the church in 1997. The report concludes that no potentially contaminating activities were identified on the Phase One property or in the Phase One study area.

5.3 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by IFS Associates, dated July 28, 2023, as part of this Site Plan Control application. Through field work exercises completed in July 2023, the report details the existing trees on the site and any plans to preserve, remove, or plant trees as part of the proposed development. The TCR identified 15 trees on the property, three (3) of which are located partially on the boundary of the neighbouring property to the east. Nine (9) trees are proposed to be removed as part of this proposal due to conflicts with the proposed addition as well as the expansion of the parking lot. The trees to the north east of the church are proposed to be retained and their protection through construction has been detailed as part of the TCR.

Conclusion

The proposed Site Plan Control application on the subject property is consistent with the Provincial Policy Statement, conforms to the policy direction of the Official Plan as well as applicable urban design guidelines, and complies with the applicable provisions of the City of Ottawa's Zoning By-law (2008-250). In our opinion, the proposed development represents good planning and is in the public interest.

Please do not hesitate to contact the undersigned should have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



Evan Saunders, M.PL
Planner



Scott Alain, MCIP RPP
Senior Planner