



## **3555 Borrisokane Road**

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



Prepared for Ottawa Korean Community Church

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<b>1.0</b>	<b>Introduction</b>	<b>2</b>
1.1	Application Details	2
<b>2.0</b>	<b>Site Context and Surrounding Area</b>	<b>3</b>
2.1	Site Context	3
2.2	Surrounding Area	4
2.3	Road Network	4
2.4	Transit Network	5
2.5	Active Transportation Network	5
<b>3.0</b>	<b>Proposed Development and Design Brief</b>	<b>7</b>
3.1	Overview	7
3.2	Massing and Scale	8
3.3	Building Design	8
3.4	Access and Parking	8
<b>4.0</b>	<b>Policy and Regulatory Framework</b>	<b>11</b>
4.1	Provincial Policy Statement (2020)	11
4.2	City of Ottawa Official Plan (2022)	11
4.2.1	Strategic Directions	12
4.2.2	Cross-Cutting Issues	12
4.2.3	Transect and Land Use Designation	12
4.2.4	Urban Design	15
4.3	Barrhaven South Community Design Plan	15
4.3.1	Land Use Designation	16
4.3.2	Community Design Guidelines	17
4.4	City of Ottawa Comprehensive Zoning By-law (2008-250)	17
<b>5.0</b>	<b>Public Consultation</b>	<b>20</b>
<b>6.0</b>	<b>Conclusion</b>	<b>21</b>

# 1.0 Introduction

## 1.1 Application Details

Fotenn Consultants Inc. (“Fotenn”) have been retained by the Ottawa Korean Community Church to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the development of a one (1) storey church with accessory uses, at the property municipally known as 3555 Borrisokane Road (“the subject property”), in the Barrhaven South neighbourhood of the City of Ottawa.

In addition to this Planning Rationale and Design Brief, the following materials have been prepared and enclosed under separate cover as part of this application submission:

- / **Site Plan**, prepared by Parker Architects, dated June 28, 2023;
- / **Floor Plan**, prepared by Parker Architects, dated June 28, 2023;
- / **Roof Plan**, prepared by Parker Architects, dated June 28, 2023;
- / **Elevations**, prepared by Parker Architects, dated June 28, 2023;
- / **Building Images**, prepared by Parker Architects, dated June 28, 2023;
- / **Site Plan Lighting Photo Metric and Details**, prepared by Jhanys Engineering, dated May 29, 2023;
- / **Notes and Details (1 of 2)**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Notes and Details (2 of 2)**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Site Grading Plan**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Site Servicing Plan**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Pre-Development Storm Catchment Plan**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Post-Development Storm Catchment Plan**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Erosion Protection and Removals Plan**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Phase I Environmental Site Assessment**, prepared by Paterson Group, dated October 27, 2022;
- / **Landscape and Tree Preservation Plan**, prepared by Miriam L.R. Mutton, dated June 28, 2023;
- / **Landscape Details**, prepared by Miriam L.R. Mutton, dated May 18, 2023;
- / **Stormwater Management & Servicing Report**, prepared by Pearson Engineering, dated July 4, 2023;
- / **Geotechnical Investigation**, prepared by Paterson Group, dated March 7, 2019;
- / **Roadway Traffic Noise Assessment**, prepared by Gradient Wind, dated June 12, 2023;
- / **Plan of Survey**, prepared Annis, O’Sullivan, Vollebakk Ltd.;
- / **Environmental Impact Study and Tree Conservation Report**, prepared by Kilgour & Associates, dated July 12, 2023;
- / **Tree Conservation Report**, prepared by Dendron Forestry Services, dated April 13, 2023; and,
- / **Draft Transportation Impact Assessment – Forecasting and Strategy Report**, prepared by Castleglenn Consultants Inc., dated July 12, 2023.

# 2.0 Site Context and Surrounding Area

## 2.1 Site Context

The subject property, municipally known as 3555 Borrisokane Road is located in the Barrhaven South community of the City of Ottawa, as seen in Figure 1 below. The subject property is an irregularly shaped parcel, with a lot area of approximately 13,923 square metres and a frontage of approximately 114 metres along Borrisokane Road to the west. The subject property is currently undeveloped.

The subject property is part of a larger parcel of land at the southeast corner of Borrisokane Road and Flagstaff Drive. This parcel is subject to recent Committee of Adjustment approvals for the severance of the land into three (3) separate parcels and the creation of servicing easements in favour of the subject property’s owner. The severance approval process is expected to be finalized shortly.



Figure 1: Aerial photo of subject property.

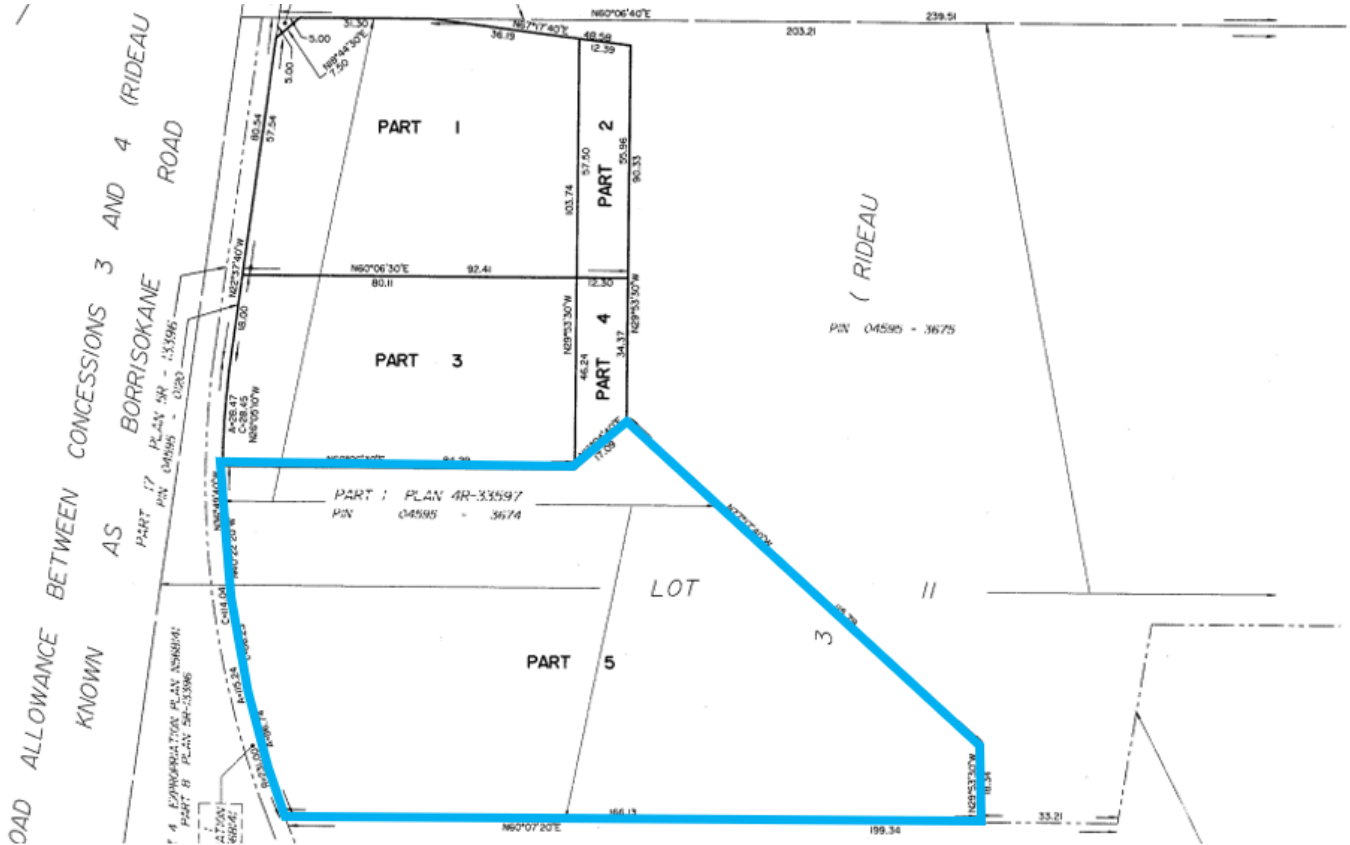


Figure 2: Draft R-Plan of the approved severance of the parcel (subject property extents outlined in blue)

The following land uses are found in proximity to the subject property, as seen in Figure 2:

**North:** Immediately to the north of the subject property are two (2) vacant, industrially zoned parcels, one of which is proposed to be developed with a car wash use. Further north is Flagstaff Drive, on the north side of which are a local commercial zoned lot, undeveloped lands within the City of Ottawa’s floodplain overlay, and a low-rise residential community that is in the process of being developed.

**East:** The subject property is bordered to the east by a realigned watercourse known as Tipperary Creek, followed by a future park and a low-rise residential neighbourhood that is in the process of being developed.

**South:** The subject property is bordered by the Cambrian Woods to the south, further south of which is Cambrian Road.

**West:** The subject property is bound by Borrisokane Road to the west, followed by undeveloped lands and Highway 416.

### 2.3 Road Network

As seen Figure 3, the subject property is bound by Borrisokane Road to the east, which is classified as an existing ‘Arterial’ Road. Arterial Roads are the major roads of the City that carry large volumes of traffic over the longest distance.

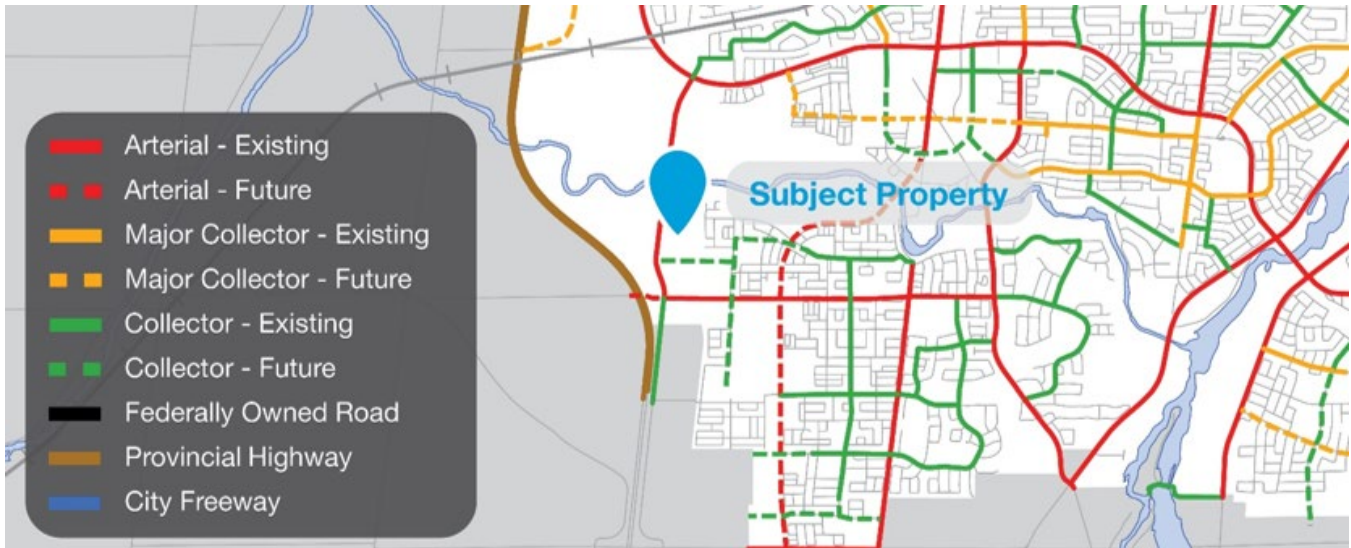


Figure 3: Subject property on Schedule C4 – Urban Road Network of the Official Plan (2022).

As seen in Figure 4, the subject property is within 1 kilometre of the at-grade Bus Rapid Transit (BRT) corridor forecasted to run along New Greenbank Road, which provides a vital link to other transit options, such as the O-Train further north.



Figure 4: Subject Property on Schedule C2 – Transit Network Ultimate of the City of Official Plan (2022).

As seen in Figure 5, the subject property is within 1 kilometre of major pathways located along the Jock River, which provides regional major pathways linking the majority of the city.

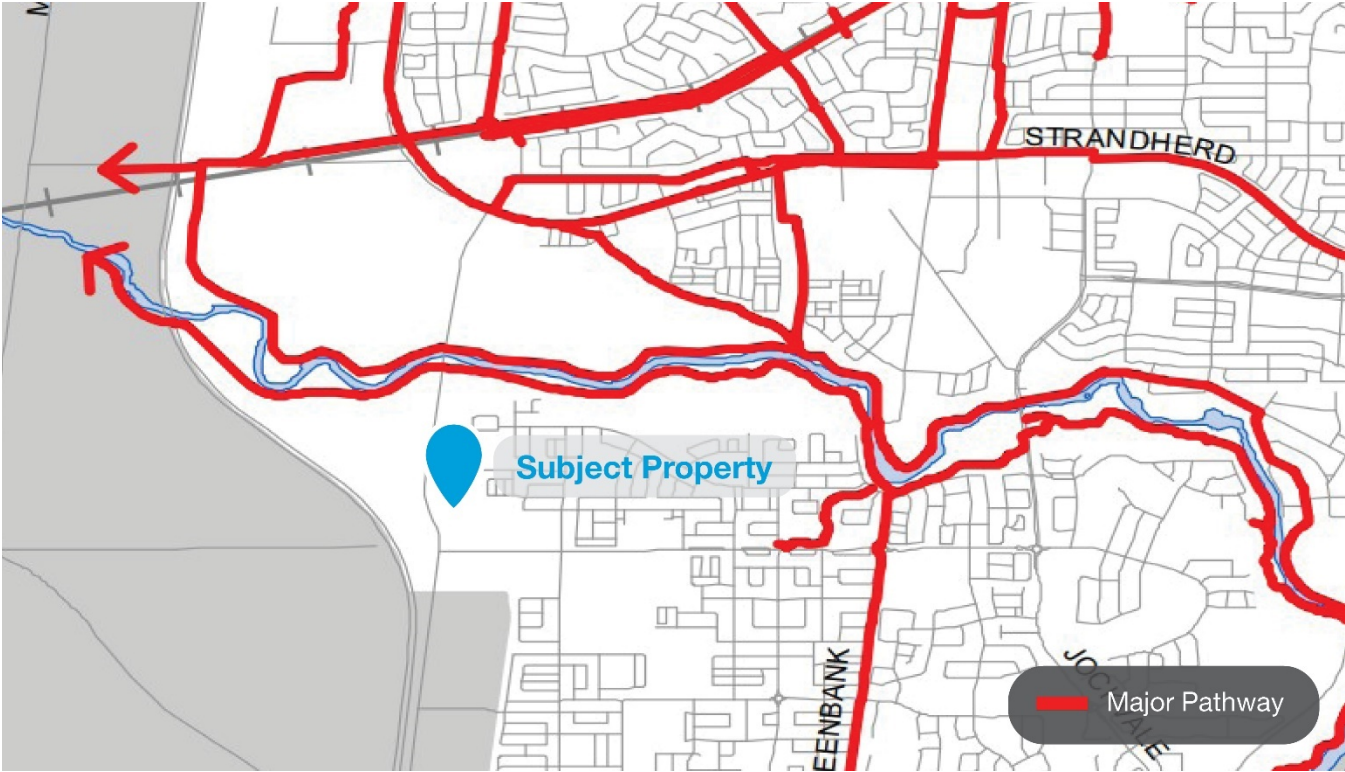


Figure 5: Subject Property on Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (2022).



# Proposed Development and Design Brief

## 3.1 Overview

The Ottawa Korean Community Church is proposing to develop the subject property with a place of worship. The proposed church would include a variety of different spaces, including two (2) chapels; office space for church staff; a gymnasium; classrooms; a multi-purpose space; a choir room; an outdoor patio on the proposed building's south side; and a fellowship foyer. The proposed development will have a Gross Floor Area of 2,913.5 square metres.

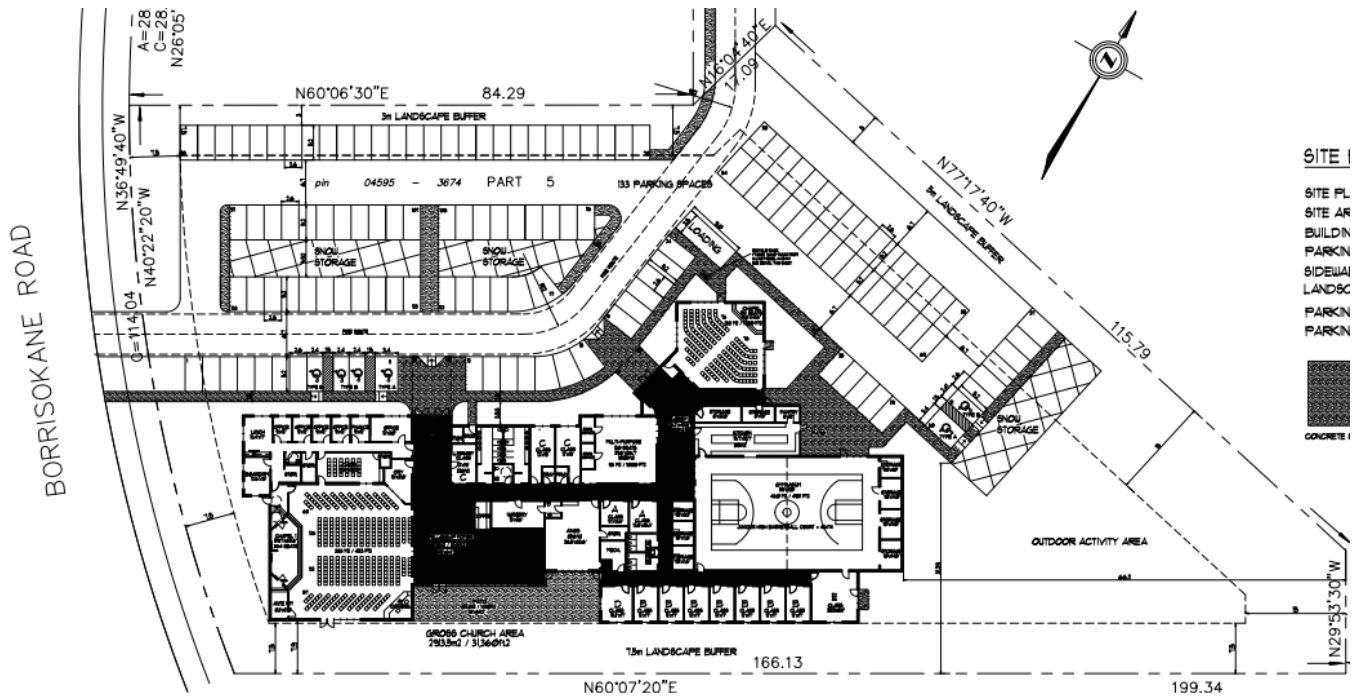


Figure 6: Excerpt from the Site Plan of the proposed development



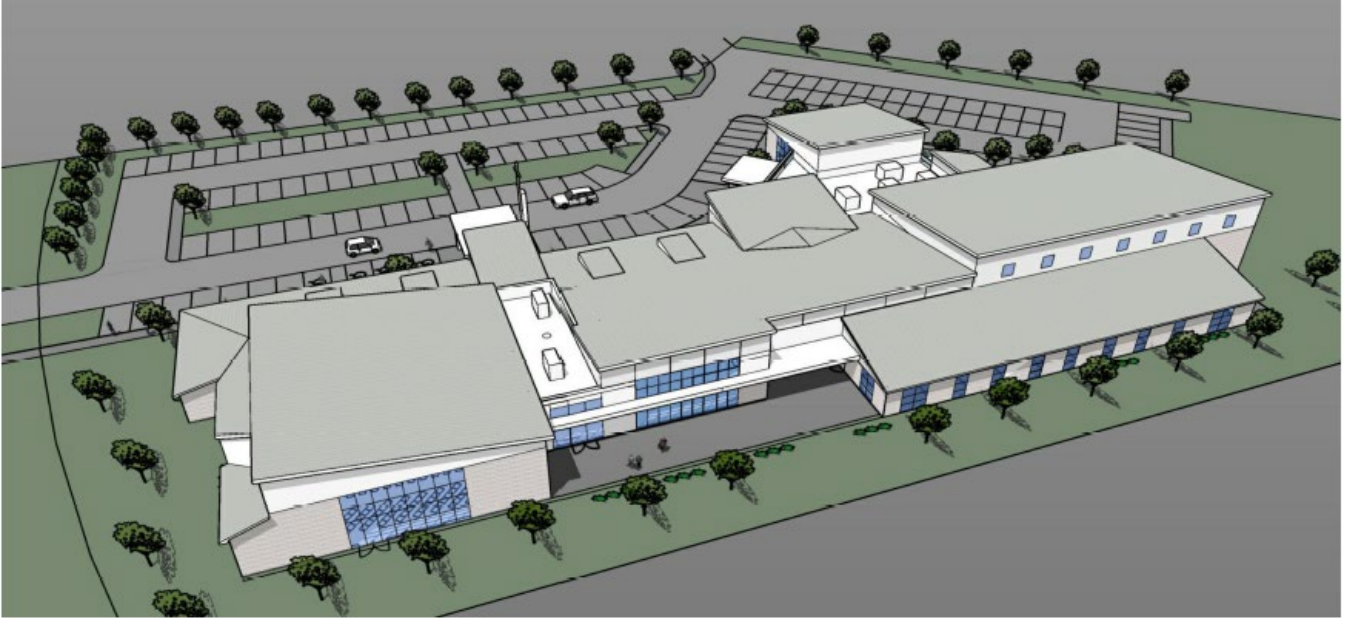


Figure 8: Aerial view of the proposed development's southwest façade

## 3.2 Massing and Scale

The subject property is separated from low-rise, lower-scale residential neighbourhoods by other uses (including environmental protection lands and other, smaller commercial uses); as such the building's scale will have no undue adverse impact on nearby residential uses.

## 3.3 Building Design

The proposed low-rise development incorporates fluctuations in materials, colours, height, shape and setbacks which provide visual interest and help break up the place of worship's massing. The base of the building alternates between glazing and gray brick, with the building's upper portions incorporating a stucco finish, gray decorative dormers, and dark metal roofing. A metal cross adds to the building's material and height variations.

The subject property's frontage along Borrisokane Road will be occupied partly with the proposed building wall, which will be set back 7.5 metres from the public right-of-way, with no drive aisle or parking lot separating the building from the street.

## 3.4 Access and Parking

The proposed development will include 132 vehicle parking spaces, which meet the minimum required by the Zoning By-law, in a surface parking lot. The proposed development will also incorporate a loading space and a bicycle parking rack, both of which are located in proximity to the building's entrance.

Vehicular and pedestrian access to and from the proposed development is primarily proposed to be provided via Borrisokane Road to the west, with additional vehicle and pedestrian infrastructure being proposed to

connect to Flagstaff Drive to the north through the establishment of approved access easements over the adjacent properties to the north. Pedestrian access from Borrisokane Road and Flagstaff Drive will be established through walkway infrastructure that avoids or severely minimizes conflicts with vehicles.

The proposed surface parking lot will incorporate a large landscaped island that will improve pedestrian connectivity across the parking lot and provide snow storage opportunities. Site lighting will be designed to ensure adequate lighting of the proposed development while minimizing light spillover onto adjacent properties.

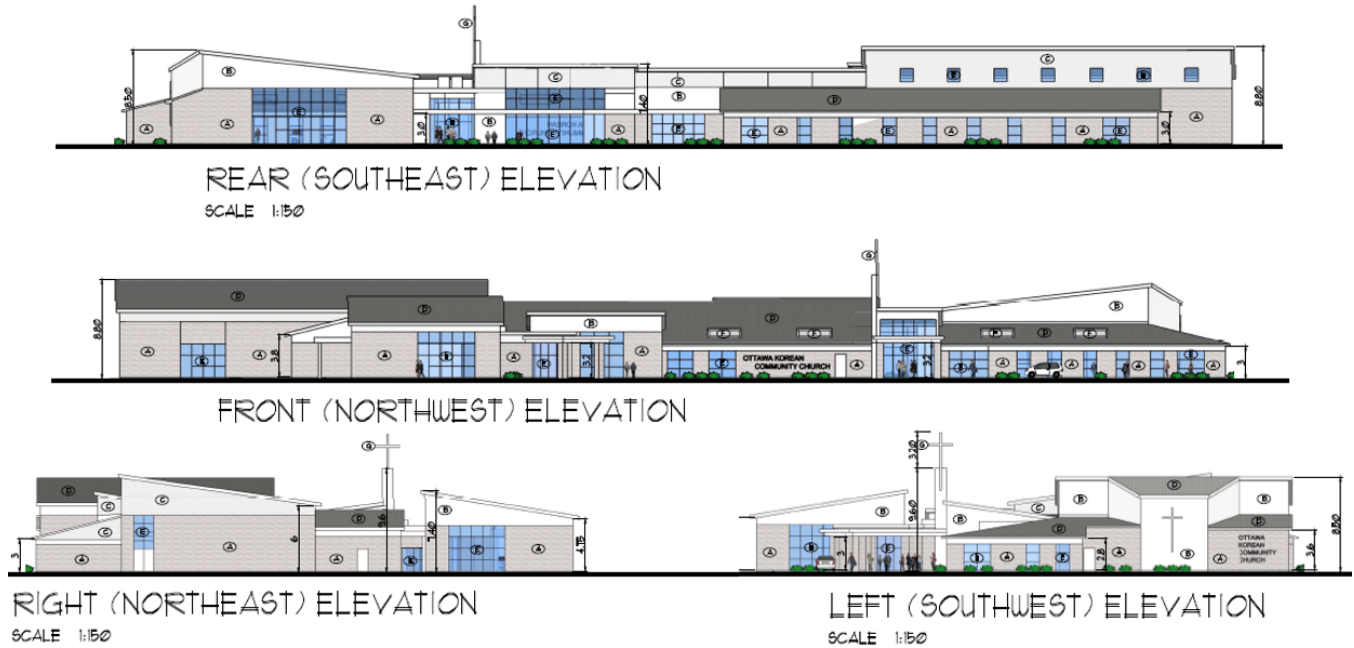


Figure 9: Elevation drawings of the proposed development





Figure 11: View of the proposed development's northwest façade and surrounding parking lot

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment. The relevant policy interests to the current application are as follows:

The proposed development meets the following policies of the PPS, among others:

- / **Policy 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;
  - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - i) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
  - ii) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
  
- / **Policy 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; and
  - 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.
  
- / **Policy 1.3.1:** Planning authorities shall promote economic development and competitiveness by:
  - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
  - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
  - e) ensuring the necessary infrastructure is provided to support current and projected needs.

**The proposed development is consistent with the policies of the PPS (2020). In particular, the proposed development is located in an area with available or planned infrastructure, public service, and transit facilities. The proposed development will also positively contribute to a mix of uses in the area, providing a religious institution for the surrounding area’s growing population.**

### 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.

#### 4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
- 2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**
- 3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
- 4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
- 5) **Embed economic development into the framework of our planning policies.**

**The proposed development responds to the Strategic Directions of the Official Plan by developing a property located in the City's existing built-up area. The proposed development of the subject property is located within one kilometre of public transportation and active transportation facilities, and contributes to a mix of uses in the Barrhaven South community.**

#### 4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender and Racial Equity
- / Culture

**The proposed development will contribute to a healthy, inclusive community that promotes gender and racial equity by incorporating a community-oriented use in close proximity to the residents of the Barrhaven South community. The proposed development will also provide a well-designed cultural and religious space to the City's Korean Christian community.**

**Many of the other cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.**

#### 4.2.3 Transect and Land Use Designation

##### Suburban Transect

As seen in Figure 12, the subject property falls under the Suburban Transect on Schedule A – Transect Policy Area of the City of Ottawa Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.



Figure 12: Subject property on Schedule A - Transect Policy Areas of the City of Ottawa Official Plan.

Policy 2(a) of Section 5.4.1 states that development shall be low-rise within Suburban Neighbourhoods.

Policy 1 of Section 5.4.4 states that greenfield development in the Suburban Transect will contribute to evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures.

**The proposed low-rise development helps create visual interest and a sense of place and orientation within a community that is in the process of being developed. The proposed development provides a direct pedestrian linkage to Borrisokane Road to the west and to a driveway connection to Flagstaff Drive to the north. The proposed parking lot is buffered through landscaping and setbacks and provides only two (2) accesses to nearby public streets, thereby limiting impacts on pedestrian linkages.**

### Neighbourhood Designation

The subject property is designated as 'Neighbourhood' on Schedule B6 – Suburban (Southwest Transect) of the Official Plan, as seen in Figure 13. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development that permit a mix of building forms and densities.

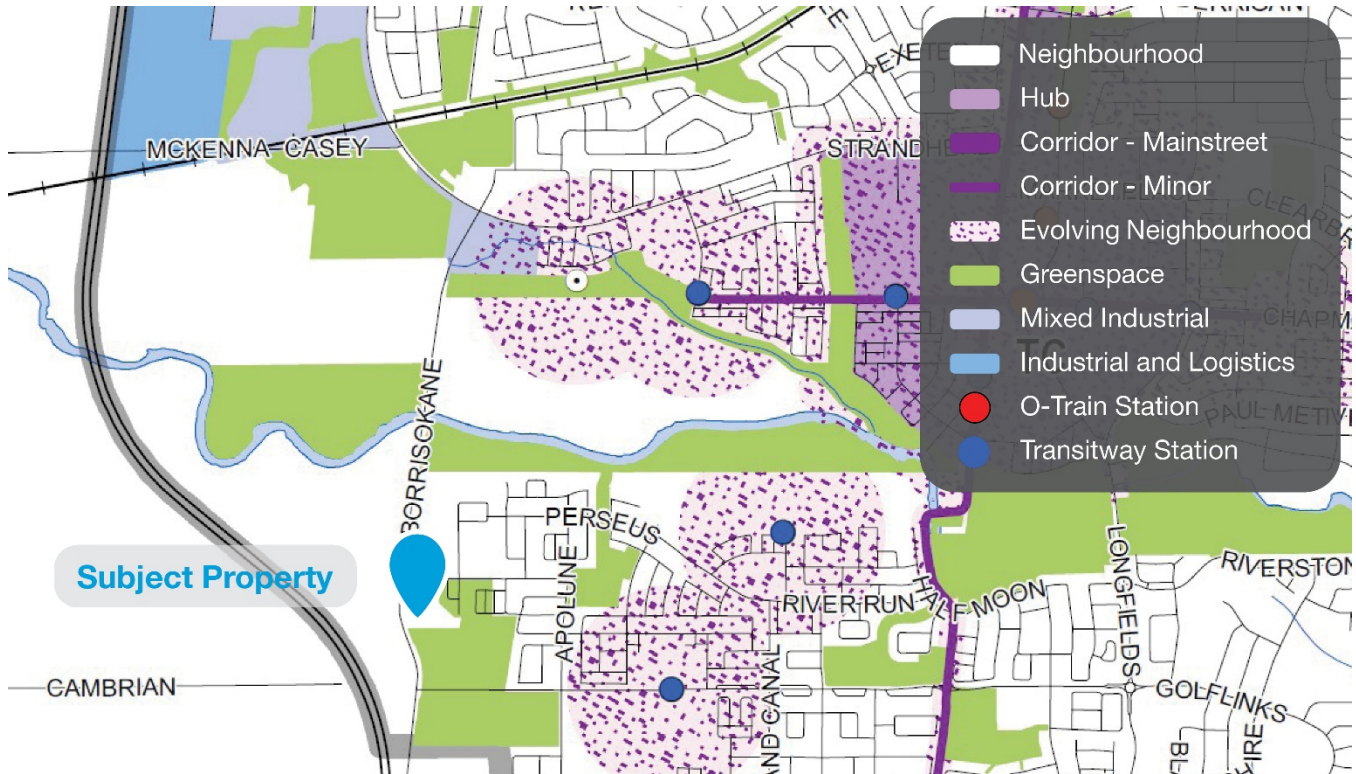


Figure 13: Subject Property on Schedule B6 – Suburban (Southwest) Transect.

Policy 2 of Section 6.3.1 states that permitted building heights in neighbourhood shall be low-rise, except:

- b) In areas already characterized by taller buildings.

Policy 4(e) of Section 6.3.1 states that 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 limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions.

Policy 1 of Section 6.3.3 states that the City shall allow, through the Zoning By-law, large-scale non-residential land uses where they exist as of the adoption of this Plan. Where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation;
- b) The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;
- c) The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and
- d) A site design is provided in accordance with transect and overlay policies.



The proposed place of worship use is already permitted in the Zoning By-law. Further, the proposed development addresses the criteria of Policy 1 of Section 6.3.3 as follows:

- a) The use is suitable to be located in the Neighbourhood designation given its scale, compatibility with residential neighbourhoods, and immediate separation from residential neighbourhoods;
- b) The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation by providing an institutional use in proximity to residential neighbourhoods and thus guiding the evolution of Barrhaven South toward a 15-minute neighbourhood;
- c) Although not yet located on the rapid transit network or along a street where frequent street transit service is provided, the proposed development is located within one (1) kilometre of the planned, at-grade BRT corridor along the future realigned Greenbank Road. Further, it is anticipated that transit service will be provided along Borrisokane Road, Flagstaff Drive, or another nearby street as the surrounding area continues to be developed toward its full build-out;
- d) The site design is provided in accordance with Suburban Transect and policies (i.e. low-rise building heights, active transportation linkages, screened parking lots, confirmation of traffic capacity through a Transportation Impact Assessment, etc.).

#### 4.2.4 Urban Design

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.

Policy 3 of Section 4.6.5 states that development shall minimize the conflict between vehicles and pedestrian and improve the attractiveness of the public realm by internalizing all servicing, loading area, mechanical equipment and utilities into the design of the building. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Per Policy 4 of Section 4.6.5, development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Policy 6 of Section 4.6.6 states that 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 architectural style of the proposed development matches the low-rise character of the Neighbourhood Designation of the Suburban Transect and places the loading area to the rear of the parking lot, away from the public right-of-way. Surface parking is also screened from the right-of-way and adjacent properties through soft landscaped buffers. The proposed development demonstrates accessibility by providing an appropriate amount of accessible parking spaces (per the City's Accessibility Design Standards) which are in proximity to building entrances.**

### 4.3 Barrhaven South Community Design Plan

The Barrhaven South Community Design Plan (CDP) is the Council-approved guide to the long-term growth and development of Barrhaven South. The purpose of the CDP is to create a framework for the future development of these lands, which fulfills the policy directions outlined in the City's Official Plan and sets the specific objectives for the Barrhaven South community. The CDP provides the land use concept for these lands, as well as the servicing and transportation structure for future development.

### 4.3.1 Land Use Designation

The subject property is designated “Employment” on the Barrhaven South CDP’s Land Use Plan (Figure 14). The intent of the Employment land use category is to provide enough land for employment generating uses within the community in order to meet the Official Plan’s jobs-to-housing balance targets. The intent for these lands is to establish a range of uses in a high-quality business park setting that serve the interests of Barrhaven South, as well as those of the larger community. Industrial uses, warehouse uses, automotive uses, offices, institutional, and retail uses are all permitted within the Employment land use category.

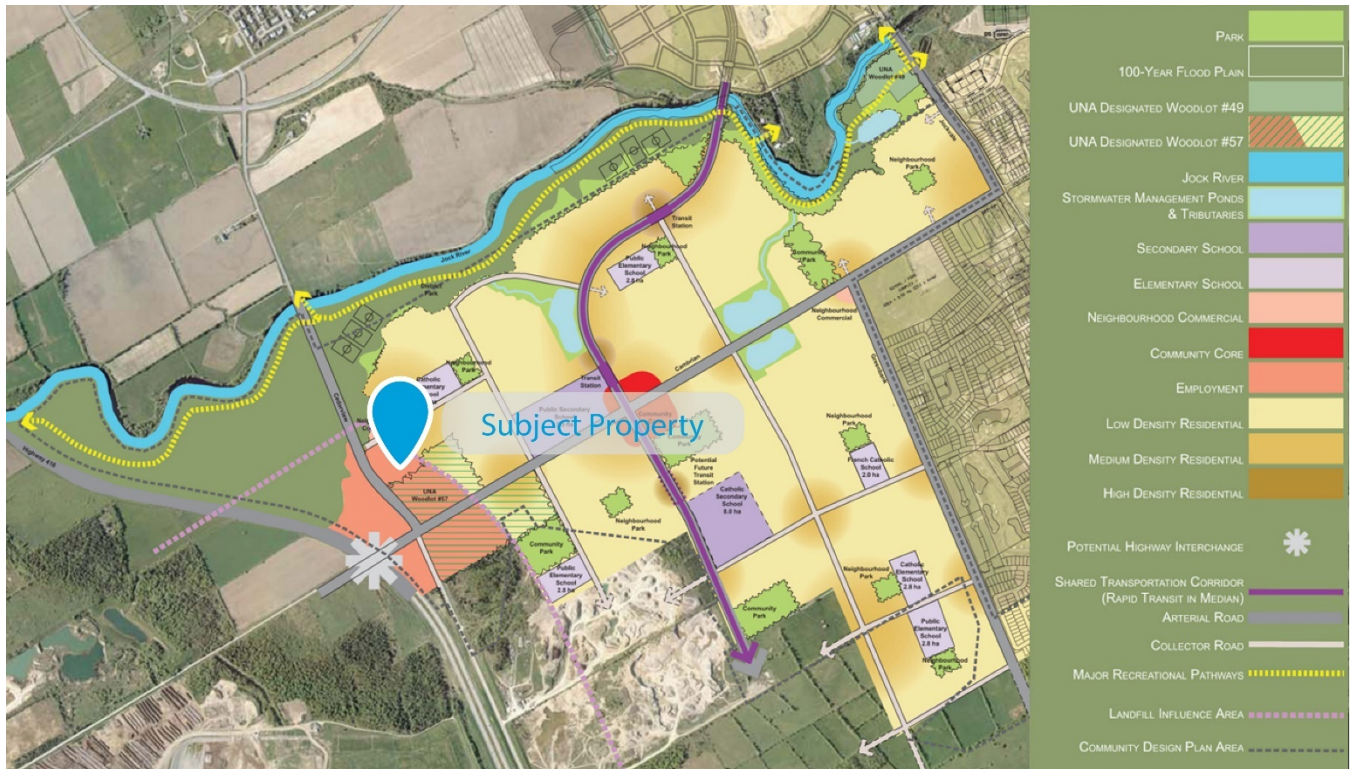


Figure 14: Excerpt from Barrhaven South CDP Land Use Plan

The purpose of the Employment land use category is to provide enough land for employment generating uses within the community in order to meet the Official Plan’s jobs-to-housing balance targets. The Employment Area land use category is located along the western periphery of the community, with good access to the arterial road network and adjacent to Highway 416. These employment lands will complement the mix of land uses within Barrhaven South and will contribute to the balance of jobs and households for the larger South Nepean area. The intent is to establish a range of uses in a high-quality business park setting that serve the interests of Barrhaven South, as well as those of the larger community. Industrial uses, warehouse uses, automotive uses, offices, and retail uses are all permitted within the Employment land use category.

In addition to the above, Places of worship are permitted in the Low Density Residential, Medium Density Residential, Community Core and Employment land use categories, provided such lands are located along arterial roads or major collector roads. The design guidelines set out in Section 6.8 of this Plan apply to all places of worship. The intent is to allow places of worship, which are important facilities in community building, while recognizing the potential impact that the size and operations of such facilities can have on the surrounding neighbourhood.

The proposed place of worship use is permitted in the Employment designation, particularly since it is located along an Arterial Road (Borrisokane Road). The proposed development's conformity with applicable guidelines is discussed below.

#### 4.3.2 Community Design Guidelines

Section 6.8 of the CDP outlines design guidelines for institutional uses within the Barrhaven South CDP area. The proposed development meets the following guidelines, among others:

##### General Guidelines

- / All institutional sites will be planted with street trees placed 7-10 metres on centre. (6.8.4)
- / Parking will not dominate the streetscape and will not be located in front of an institutional building. Where surface parking adjacent to the street is unavoidable, all parking must be visually screened from the public street with landscaped features such as walls and/or fences and planted landscaped areas of at least 3 metres in width. (6.8.5)

##### Places of Worship

- / Places of worship shall be permitted in all neighbourhoods, but only on arterial roads and/or collector roads at the intersection of an arterial road. (6.8.13)
- / Parking should be screened from view to the greatest extent possible. Where buildings do not screen parking areas, the impacts should be mitigated with substantial screening and heavily planted landscaped areas at least 3.0 metres in width. (6.8.14)

#### 4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Light Industrial Zone, Exception 304 (IL[304]) (Figure 15) in the City of Ottawa Comprehensive Zoning By-law (2008-250).



Figure 15: Zoning map of the subject property

The purpose of the Light Industrial Zone is to:

- / Permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting;
- / Allow a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees and the general public in the immediate vicinity, and passing traffic;
- / Prohibit retail uses but allow limited sample and showroom space that is secondary and subordinate to the primary uses of the buildings for the manufacturing or warehousing of the product;
- / Prohibit uses which are likely to generate noise, fumes, odours, or are hazardous to or obnoxious; and
- / Provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

Urban Exception 304 permits 'Place of Worship' as an additional permitted land use.

The proposed development is compared to the provisions of the IL[304] zone below:

Zoning Mechanism	Requirement	Proposed	Compliance
<b>Minimum Lot Area</b>	2,000 m <sup>2</sup>	13,923 m <sup>2</sup>	<b>YES</b>
<b>Minimum Lot Width</b>	No minimum	Approx. 114 metres	<b>YES</b>
<b>Maximum Lot Coverage</b>	65%	20.9%	<b>YES</b>
<b>Minimum Front Yard Setback</b>	7.5 metres	7.5 metres	<b>YES</b>
<b>Minimum Interior Side Yard Setback</b>	7.5 metres	7.5 metres	<b>YES</b>
<b>Minimum Rear Yard Setback</b>	7.5 metres	66.1 metres	<b>YES</b>
<b>Maximum Building Height</b>	18 metres	8.6 metres	<b>YES</b>
<b>Maximum Floor Space Index</b>	2	0.1	<b>YES</b>
<b>Minimum Width of Landscaped Area</b>	Abutting a street: 3 metres All other cases: 0 metres	Abutting Borrisokane Road: > 3 metres	<b>YES</b>
<b>Parking Space Requirements</b> Area C on Schedule 1A	Place of worship (10 per 100 square metres of gross floor area of assembly area (541 square metres): 54	133 parking spaces	<b>YES</b>
<b>Vehicle Parking Space Dimensions</b>	Minimum 2.6m by 5.2m	2.6m by 5.2m	<b>YES</b>
<b>Aisle and Driveway Provisions</b>	Minimum driveway width: 6.0 m Minimum aisle width: 6.7 m	6.7m	<b>YES</b>
<b>Bicycle Parking</b>	All other non-residential uses (1 per 1,500 square metres): 2	7 spaces	<b>YES</b>

Zoning Mechanism	Requirement	Proposed	Compliance
<b>Loading Space Provisions</b>	Place of Worship (2,000-4,999 square metres): 1	1	<b>YES</b>
<b>Loading Space Dimensions</b>	Minimum 3.5m by 7m	3.5m by 9m	<b>YES</b>
<b>Minimum Width of Aisle Accessing Loading Space</b>	45-to-60 degree angle of aisle accessing loading space: 6.3m	> 6.3m	<b>YES</b>

**The proposed development complies with all applicable zoning provisions.**

## 5.0 Public Consultation

The City of Ottawa has developed a Public Notice and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, or have been undertaken in accordance with the Policy and Planning Act notification requirements.


- / Pre-Application Consultation Meeting
  - A formal Pre-application Consultation Meeting was held with City Staff and the applicant team on February 23<sup>rd</sup>, 2023.
- / Notification of Ward Councillor
  - The applicant met with Councillor David Hill to inform him of the upcoming application.
  - The Ward Councillor will also be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- / City of Ottawa Public Notification Process
  - A 'Heads Up' notification to the local registered community association will be completed by the City of Ottawa during the application process.
  - Signs will be posted on the subject property by the City.
- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - It is anticipated that the community information session may be held via an online formation such as a Zoom webinar or another similar platform.

## 6.0 Conclusion

It is our professional opinion that that enclosed Site Plan Control application to permit the proposed place of worship development represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement 2020, proposing the development of a property in an area where public transportation, services and infrastructure are planned or available, and contributing positively to a mix of uses in the area;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding development, urban design, and the land use policies for the Suburban Transect and the Neighbourhood Designation by providing a low-rise development that integrates well within the surrounding context, contributes to a mix of uses, and allows for active transportation connections;
- / The proposed development conforms to the Barrhaven South Community Design Plan, which permits a place of worship use on the subject property, and meets some of the applicable design guidelines;
- / The proposed development complies with the applicable provisions of the City of Ottawa Comprehensive Zoning By-law (2008-250); and,
- / The proposed development is supported by the submitted plans and technical studies.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nico Church', written in a cursive style.

Nico Church, MCIP RPP  
Senior Planner