

**grc architects**

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with:

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# **PLANNING RATIONALE**

Cairine Wilson Secondary School  
975 Orleans Boulevard, Orleans, ON K1 C 2Z5  
Ottawa-Carleton District School Board

GRC Project No. 2019 | 18 December 2019



*The following Planning Rationale has been prepared in response to applicable planning policies and addresses points identified by city staff in a pre-consultation meeting.*

## 1 Type of Application

Site Plan Control, Standard-revision, Planner Delegated Authority

## 2 Legal Description

Part of Lot 4

Concession 1 (Ottawa Front)

Geographic Township of Gloucester

City of Ottawa

## 3 Municipal Address

Cairine Wilson Secondary School

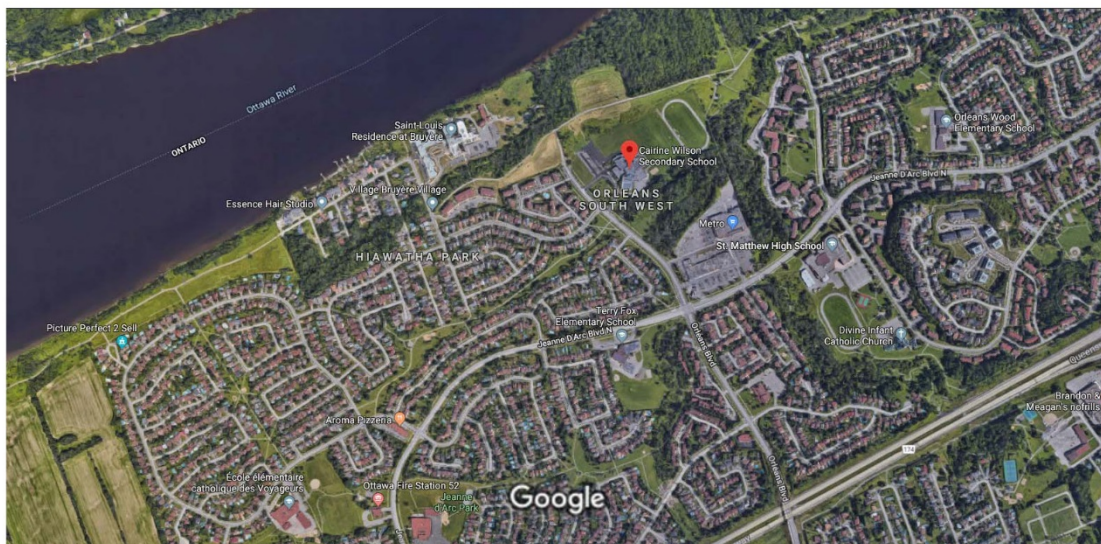
975 Orleans Boulevard

## 4 Purpose of the Application

The Cairine Wilson Secondary School property presently experiences congestion as a result of the cars and buses all using a single exit. Students are required to walk through this traffic congestion to access the school, prompting safety concerns. This application proposes a new, separate drive aisle for cars to access the parking lot that will allow the buses to drop off and leave with no issues. A new sidewalk will facilitate pedestrian access.

## 5 Contextual Analysis

Cairine Wilson Secondary School is an Ottawa-Carleton District School Board high school in Ottawa, Ontario, Canada. The school opened in 1975 and is located near the Ottawa River on 975 Orleans Boulevard, north of Jean d'Arc Boulevard in Orleans. The Carine Wilson Secondary School site is approximately 7.4 ha and includes a two-storey school building and an asphalt parking lot of approximately 0.48 ha.



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The property is bordered on three sides by greenspace, with wooded areas to the North and South and sports fields to the East. The West side of the property fronts onto Orleans Boulevard, with the residential neighborhood of Hiawatha Park beyond. Orleans Boulevard terminates in a cul-du-sac near the North boundary of the school property.



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## 6 Proposal

The proposed work consists of a new entrance to the Cairine Wilson Secondary School property from Orleans Boulevard and an extension of the parking lot in the northerly direction. In addition, a new sidewalk is proposed to be constructed on the southern border of the existing parking lot.

To minimize parking count reduction and facilitate vehicular circulation within the parking area, the new entrance is located off of the cul-du-sac at the termination of Orleans Boulevard and provides access at the North end of the parking lot. The 7m wide driveway will accommodate two-way regular vehicle traffic and serve as access for utility/service vehicles. To integrate the new parking lot access aisle, 4 parking spaces are eliminated at the entry point. Additional adjustments required to increase the accessible parking space count and to enhance turning radii results in the elimination of 15 more spaces for a total reduction of 19. This reduction is offset by expanding the parking lot to the North and adding 16 new parking spaces.

PARKING SUMMARY	EXISTING	PROPOSED	BY-LAW REQUIREMENT
<b>STANDARD PARKING</b>	<b>159</b>	<b>154</b>	-
EMPLOYEE PARKING (2.6x5.2m)	145	140	-
VISITOR PARKING (2.6x5.2m)	14	14	-
<b>ACCESSIBLE PARKING</b>	<b>2</b>	<b>4</b>	<b>6*</b>
TYPE 'A' PARKING (3.4x5.2m)	-	2	3
TYPE 'B' PARKING (2.4x5.2m)	-	2	3
<b>TOTAL</b>	<b>161</b>	<b>158</b>	-



975 Orleans Boulevard, Orleans, ON K1C 2Z5

At the South end of the parking lot, a new loading zone is proposed to facilitate drop-off without impeding traffic circulation. A new sidewalk has been designed to extend from Orleans Boulevard to the school entrance for pedestrian access. All curbs and sidewalks are designed to conform to City of Ottawa standards.

The proposed modification to the property at 975 Orleans Boulevard is not anticipated to impact adjacent developments and bordering Major Open Space land use designations. A pre-consultation with City staff took place on June 24, 2019. All comments regarding planning, engineering, and transportation have been addressed in this proposal.



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Image capture: May 2019 © 2019 Google

## 7 Policy Justification

The Official Plan land use designation for the subject property is General Urban Area. The proposed driveway does not occur near a major interchange but rather at the termination of the boulevard. The modifications will serve to enhance traffic flow along Orleans Boulevard by simplifying on-site circulation.

### 7.1 Environmental Impact

The existing parking lot is approximately 0.48ha and primarily drained to four (4) catch basins within the parking lot and one (1) catch basin in the existing access road. The northwest and southwest areas of the parking lot sheet drained towards depressed curb outlets into existing ditches on the northwest side of the parking lot.

The proposed site development involves minor improvements to the parking amenities which includes increasing the parking area by 260m<sup>2</sup>, constructing a 45m long access road, constructing approximately 280 m<sup>2</sup> concrete walkway to separate the loading zone from the bus loop as well as other minor improvements.

The proposed grading ensures that existing drainage patterns are maintained. The proposed parking addition on the northwest side of the parking lot sheet drains to a depressed curb outlet and existing ditch per existing conditions. The asphalt at the southwest corner of the parking lot is to be removed to allow for the construction of a new concrete curb island and regrading of the area to ensure positive drainage. There is a high point approximately mid-way along the southwest side of the parking lot, creating two drainage paths. Runoff northwest of the high point sheet drains from the proposed curb island to a depressed curb outlet to the proposed swale. Runoff southeast of the high point sheet drains to an existing catch basin in the parking area. Stormwater runoff from the new asphalt access road sheet drains from the walkway at the southwest end to depressed curb outlets at the northeast end of the road to the proposed swale. The proposed swale and culvert convey runoff from the southwest side of the parking lot and new asphalt access road to the existing ditch at the southwest corner per existing conditions.

### 7.2 Erosion and Sediment Control

In accordance with City of Ottawa requirements, best management practices are to be implemented by the Contractor to provide protection of the area drainage system and the receiving water course, during construction activities. This includes limiting the amount of exposed soil, using filter bag inserts under the grates of catch basins and manholes, installing silt fences and other effective sediment traps.

#### *Reference documents*

Jp2g Consultants Inc. – Drawing C-1 – Removals

Jp2g Consultants Inc. – Drawing C-2 – Site Grading

Jp2g Consultants Inc. – Drawing C-3 – Details