



1045 Kilbirnie Drive CEPEO Barrhaven-Manotick Elementary School

Planning Rationale and Design Brief

Site Plan Control Application

April 13, 2022



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Prepared For:
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1 Introduction

WSP was retained by Architecture 49 on behalf of Conseil des écoles publiques de l'est de l'Ontario (CEPEO) to prepare a Planning Rationale (the "Report") in support of the Site Plan Control application of the lands municipally known as 1045 Kilbirnie Drive (the "site") in the City of Ottawa. The requested Site Plan Control application (the "Application") would permit the development of the new CEPEO Barrhaven-Manotick French elementary school with a capacity of 475 students and day care.

The proposed development consists of a two-storey institutional building at 1045 Kilbirnie Drive, with a total gross floor area (GFA) of 4,781 m², containing the following uses:

- Elementary school (4,421 m²) containing 20 classrooms; and
- Daycare (360 m²) containing five classrooms.

Also proposed for the site are 12 portable classrooms at the south side of the site, southwest of the outdoor classroom. Outdoor recreational and learning areas for the new school include two playgrounds for the daycare, an outdoor classroom/seating area, soccer pitch, two basketball courts, and a sliding hill at the southwest corner of the site. One two-way entrance is proposed to permit vehicular access to the site from Kilbirnie Drive. Vehicular parking, including barrier-free parking spaces, and bicycle parking racks are proposed for the site as well as drop-off bays for buses, mini-buses, and minivans.

The site is currently vacant. However, the site is part of the Quinn's Pointe – Phase 2 subdivision. Notably, the Quinn's Pointe – Phase 2 subdivision received Draft Approval on February 1, 2019 (City File No. D07-16-11-0003). This indicates that the site and the plan of subdivision were approved based on their consistency with the Provincial Policy Statement and conformity with the City's current Official Plan and City of Ottawa Zoning By-law.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines our consultation strategy;
- **Section 5** outlines the policy and regulatory framework applicable to the site and provides a planning rationale and design brief for the proposed development;
- **Appendix A** contains the Site Plan;
- **Appendix B** contains the Landscape Plan; and
- **Appendix C** contains the Building Elevations.

A number of technical studies have been prepared in support of the application and submitted to the City; the supporting studies are available under separate cover.

2 Site Location and Community Context

2.1 Site Location

The site is legally described as Block 261, Registered Plan 4M-1656, City of Ottawa. It is municipally known as 1045 Kilbirnie Drive and is located within Ward 21 (Rideau-Goulbourn).

The site is located within the Barrhaven South Community at the southern edge of the City of Ottawa's urban boundary. Specifically, the site is located within the Quinn's Pointe - Phase 2 subdivision. The site is located on the south side of Kilbirnie Drive and west of Robin Easey Avenue.

The site has a land area of approximately 24,318.3 m² (2.43 hectares) and is generally square in shape. The site has frontage along Robin Easey Avenue and Kilbirnie Drive. **Figure 2-1** illustrates the site's location and approximate boundaries.

Figure 2-1: Site Location (GeoOttawa, 2022)



2.2 Community Context

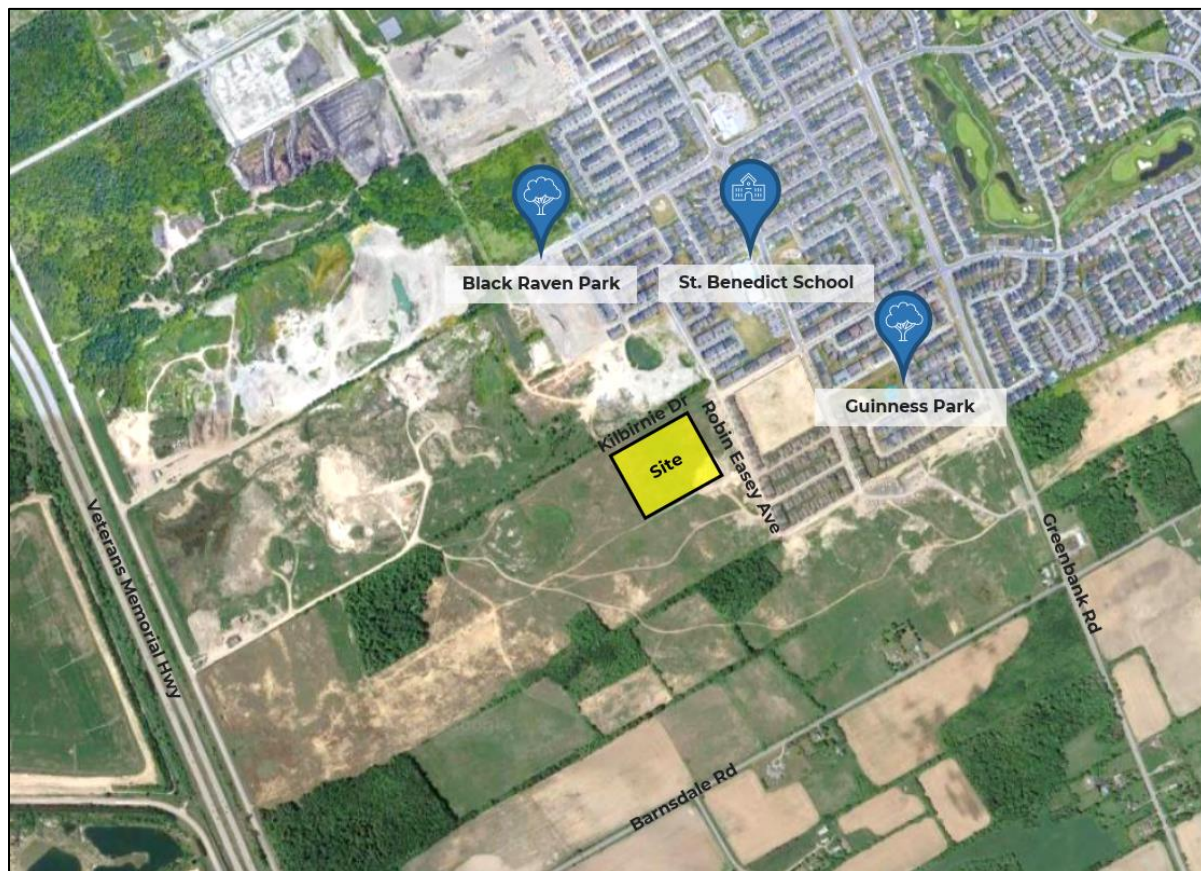
The site is located in the Barrhaven South Community in Ottawa, Ontario. The site and surrounding lands are currently vacant, with some vegetation. Lands adjacent to the site will

be developed as residential blocks within the Quinn's Pointe – Phase 2 subdivision, which will be comprised of primarily single-detached and townhouse dwellings. Phase 4 is currently under construction. The surrounding site context is shown in **Figure 2-2**.

Land uses adjacent to the site are as follows:

- **North:** Two-storey detached dwellings are planned immediately north of the site with frontage along Kilbirnie Drive.
- **South:** Residential development, including executive townhomes and detached dwellings, are proposed for the south of the site.
- **East:** Two-storey detached dwellings are planned immediately east of the site with frontage along Robin Easey Avenue.
- **West:** A community park is proposed to the west of the site with frontage proposed along Kilbirnie Drive.

Figure 2-2: Community Context (WSP, 2022; Google Aerial Imagery, 2022)



2.3 Surrounding Development Activity

Figure 2-3 identifies active and recently completed development applications in the vicinity of the site, and **Table 2-1** provides a summary of these development applications.

Figure 2-3: Development Activity in Vicinity of the Site



Table 2-1 Development Activity in Vicinity of the Site

No.	Address	Land Use	Max. Height (Storeys)	No. of Units or GFA	Development Application Status
1	3809 Borrisokane Road	Residential	3	521 units	Draft Plan of Subdivision approved in 2019; ZBLA approved in 2020*
2	3718 & 3772 Greenbank Road; 2450 River Mist Road (Half Moon Bay South Phases 2-5)	Residential, Institutional (school block)	3	2,467 units	Phase 5 under construction.

No.	Address	Land Use	Max. Height (Storeys)	No. of Units or GFA	Development Application Status
3	3552, 3680, 3806, 3818, 3872, & 3882 Barnsdale Road; 3894, 3910, & 3972 Prince of Wales Drive; 3872, 3971, & 3976 Greenbank Road (Quinn's Point Phase 2)	Residential, Institutional (2 school blocks)	3	1,038 units	ZBLA** and Draft Plan of Subdivision approval pending

*Zoning By-law Amendment Application (ZBLA)

2.4 Transportation Network

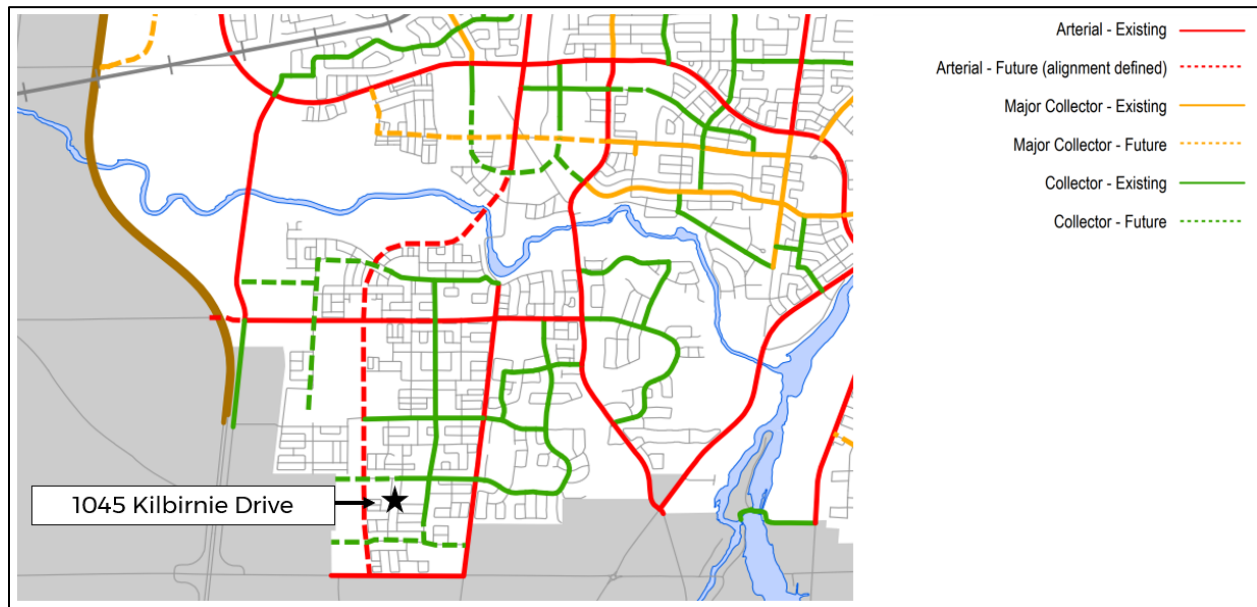
The road network surrounding the site as per Schedule E - Urban Road Network of the City of Ottawa Official Plan (2003, Website Consolidation) is illustrated in **Figure 2-4**. Kilbirnie Drive is designated as "Collector - Proposed" in the Current Official Plan.

Figure 2-4: Schedule E - Urban Road Network (Excerpt), Current City of Ottawa Official Plan



The road network relative to the site has not changed in the New Ottawa Official Plan (November 24, 2021), as demonstrated in **Figure 2-5**. The portion of Kilbirnie Drive that is adjacent to the site remains a designated “Collector - Proposed” road as per the new City of Ottawa Official Plan. Section 13 – Definitions of the New Official Plan defines a “Collector Street” as a principal street in an urban and village neighbourhood that is used by residents, delivery and commercial vehicles, transit, school buses, and people walking and cycling.

Figure 2-5: Schedule C4 - Urban Road Network (Excerpt), New City of Ottawa Official Plan



3 The Proposed Development

The proposed development consists of a two-storey elementary school building. The proposed school would serve the surrounding residential neighbourhood of Barrhaven South and would be operated by CEPEO. It is anticipated that construction will commence in July 2022 and will take approximately 18 months to complete.

The proposed development is located close to the new Ottawa-Carleton District School Board (OCDSB) Half Moon Bay Elementary School to be located at the southwest corner of River Mist Road and Kilbirnie Drive, opposite Guinness Park in Phase 1 of Quinn’s Pointe subdivision as shown in **Figure 2-2**. The capacity of the new OCDSB school will be 674 students. Opening is anticipated for Fall 2023.

Low-Rise Elementary School

The proposed elementary school building will have heights of one and two storeys and will have a total proposed GFA of 4,781 m² of which 4,421 m² will be dedicated to the school. There will be 20 regular classrooms contained inside the main school building and 12 portable classrooms will be sited west of the school building, central to the site. The school will have capacity for 475 students.

Day Care

The proposed development includes a five-classroom day care, with a total proposed GFA of 360 m². The day care will be located at the south side of the building, adjacent to two enclosed playgrounds for the day care. The daycare playgrounds will be set back from the surfaced parking lot, buffered by trees and a retaining wall, and surrounded by a 1.2 m chain link fence.

Parking, Vehicular Access, Circulation, and Loading

There will be one vehicular access to the site from Robin Easey Avenue. It is proposed that the two-way entrance will lead into the surface parking lot at the rear of the school building. There are 61 regular parking spaces and two barrier-free parking spaces proposed. An area for a future parking area addition to be constructed at a later time is identified at the west side of the proposed surface parking on the Site Plan. An in-ground waste collection bin area is located centrally in the parking lot.

Bicycle parking racks are proposed to be located at the north side of the school building on Kilbirnie Drive, close to the main building entrance. There is one drop-off bay along Kilbirnie Drive that will be used by buses, mini buses, and minivans. On Robin Easey Avenue, one drop-off bay is proposed for buses and mini buses. The south portion of the drop-off bay located on Robin Easey Avenue is a proposed car drop-off area, which is located by the daycare entrance.

The proposed Site Plan is shown in **Figure 3-** and is also available in a larger format in **Appendix A**. Elevations of the proposed development are shown in **Figure 3-** and are also included in **Appendix C**. Preliminary renderings of the proposed development are shown in **Figure 3-**, **Figure 3-**, and **Figure 3-**.

Municipal Services

As outlined in the Servicing and Stormwater Management Report (April 13, 2022, prepared by WSP), there are existing sanitary and storm sewers and watermain stubs that are available on Kilbirnie Drive, Robin Easey Avenue, and Greenbank Road along the north, east, and west property lines.

Figure 3-3: Proposed Building Elevations (Architecture 49, March 21, 2022)

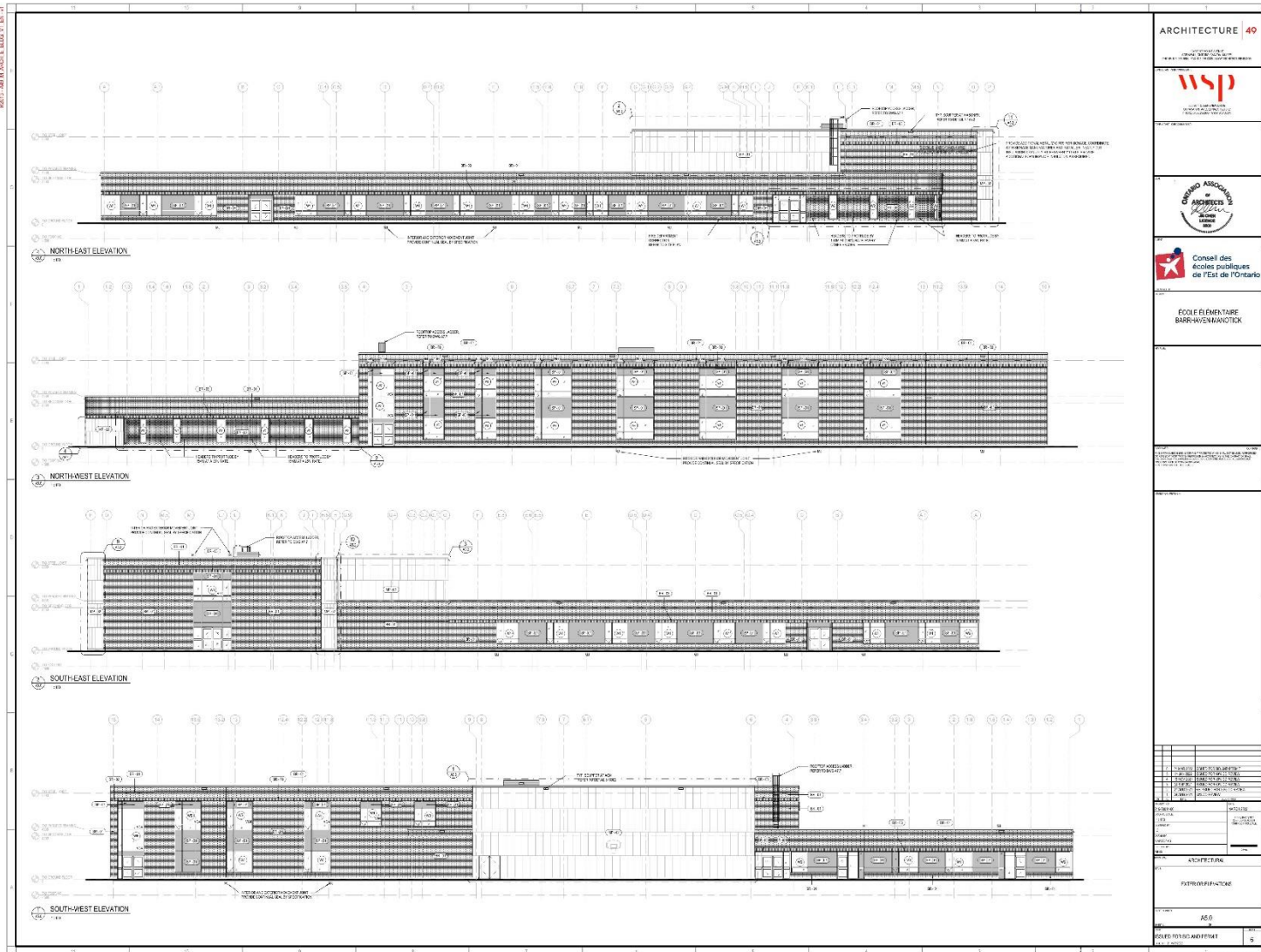


Figure 3-4: Preliminary Rendering - 1045 Kilbirnie Drive - Northeast (prepared by Architecture 49, April 2022)



Figure 3-5: Preliminary Rendering - 1045 Kilbirnie Drive - North (prepared by Architecture 49, April 2022)



Figure 3-6: Preliminary Rendering – 1045 Kilbirnie Drive – Rear of Building, looking northeast (prepared by Architecture 49, April 2022)



4 Policy and Regulatory Framework

This section describes the provincial and local policy framework that is relevant or applicable to the proposed development of the site including:

- Provincial Policy Statement (2020);
- City of Ottawa Official Plan (2003, Website Consolidation);
- City of Ottawa New Official Plan, adopted by Council on November 24, 2021; and
- City of Ottawa Zoning By-law 2008-250 (September 8, 2021 Website Consolidation).

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (the “2020 PPS”) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the 2020 PPS sets the policy foundation for regulating development and use of land.

Part IV: Vision for Ontario’s Land Use Planning System states that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. The 2020 PPS definition of public service facilities broadly includes land, buildings and structures for the provision of programs and services provided or subsidized by governments or other bodies, including educational programs. Part IV elaborates to state that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs. Growth should also be focused within settlement areas and away from significant or sensitive resources and areas, which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities. Policy 1.1.1 (g) states that healthy, liveable and safe communities are sustained by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Policy 1.1.3.2 (a) states that 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;
- c) minimize negative impacts to air quality and climate change;
- d) support active transportation; and

e) are transit supportive, where transit is planned, exists or may be developed.”

Policy 1.1.3.3 states that planning authorities are to identify appropriate locations for transit-supportive development that considers the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.4 Housing includes policies on the provision of an appropriate range and mix of housing options and densities. Specifically, Policy 1.4.3 directs planning authorities to provide for an appropriate mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by “directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be...” and “promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities....”

Section 1.6 provides policy direction for infrastructure and public service facilities, which are to be provided in an efficient manner to accommodate projected needs. Through policy 1.6.1, infrastructure and public service facilities are to be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

Policy 1.6.4 encourages infrastructure and public service facilities to be strategically located to support the effective and efficient delivery of emergency management services. Further, Policy 1.6.4 states that public service facilities should be co-located in community hubs to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The proposed development is consistent with the 2020 PPS as it represents a form of development within the settlement area that will accommodate and support the surrounding residential areas adjacent to the site. The site is located within a planned subdivision that is in close proximity to future/planned public transit with infrastructure to support access to the site through active transportation, including bicycle parking and pedestrian walkways. The proposed development will contribute to the 2020 PPS housing policies as the proposed school facility will support efficient use of land, resources, infrastructure, and public facilities. Therefore, the proposed development will efficiently use resources by providing the surrounding residential community with access to an important public service facility.

4.2 City of Ottawa Official Plan (2003, Website Consolidation)

The current City of Ottawa Official Plan (2003, Website Consolidation) (the “Current OP”) provides a comprehensive vision and policy framework for managing growth and development in the City of Ottawa to the year 2031.

In October 2021, City Council approved a new Official Plan for the City of Ottawa. Additional revisions to the new Official Plan were adopted by Council on November 24th, 2021 as By-law No. 2021-286. However, the new Official Plan will not be officially implemented until it is approved by the Ministry of Municipal Affairs and Housing.

Given the impending approval of the new Official Plan, this Report considers two separate versions of the Official Plan – the current and in effect Official Plan (2003) followed by the new Official Plan adopted by City Council in November 2021. An analysis evaluating how the proposed development conforms with both versions of the Official Plan is provided.

4.2.1 Building a Sustainable City

The Current OP seeks to achieve Council's vision of a sustainable, resilient, and livable city. As outlined in Section 1.4, this vision is also articulated in the City's Strategic Plan, which identifies sustainability goals for the City of Ottawa, including the provision of housing options which are green, healthy, and meet the needs of the whole community. The Current OP also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choice for transportation.

The proposed development supports sustainability and connectivity through the provision of an important community building block in the form of a school. The proposed development is located within a residential community in proximity to transit and the infrastructure provided on site, including bicycle parking spaces, will encourage the use of active transportation and transit.

4.2.2 Strategic Directions

The Current OP outlines the broad policies that govern growth and change in Ottawa over 20 years through Section 2 – Strategic Directions. Section 2.1 indicates that Ottawa's growth will be managed in ways that create complete communities with a balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Further, Section 2.1 directs growth towards urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. This will support the development of livable and healthy communities.

Section 2.2 indicates that most growth in the city will be directed to areas designated within the urban boundary of the Current OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city's liveable communities.

Section 2.5 states that within the urban area, a liveable community has appropriate housing at a price people can afford. It is built around greenspaces and has places to shop, socialize and play nearby. Residents know where to find the local library, health services, schools and other community facilities. Many of these are within walking or cycling distance and form a “core for the community.”

Section 2.5.1 encourages good urban design and quality and innovative architecture to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity but can enhance an established community and coexist with existing development without causing undue adverse impact on the surrounding properties. Through Section 2.5.3, the Current OP states that specific requirements for the location and design of schools will be established through the development approval process described in Section 4 for the location of Major Urban Facilities. The design objectives of the proposed development are addressed in detail in the Urban Design and Compatibility subsection of this Report.

Section 2.5.3 provides strategic direction specifically for schools and community facilities. This Section states that schools are a focus of community life in the City’s urban and rural areas. In addition to functioning as educational institutions, school facilities can serve several other purposes, such as daycares, recreation space, informal meeting places, and greenspaces. Notably, the Current OP states that, “In new suburban communities, new schools are needed to reduce crowding and the bussing of students.”

The Current OP recognizes that schools are outside of the City’s jurisdiction. However, the City acknowledges that working with school boards on issues of mutual interest, including plans for new suburban neighbourhoods, is paramount.

The proposed development is consistent with the City’s strategic directions for growth and development. The proposed development will provide the existing and future community with educational opportunities as well as amenity and recreational spaces and other potential uses.

The proposed development will function as a focal point for the new and future community in the suburb of Barrhaven as the surrounding residential blocks are developed over time. This will eliminate the need for potential students located within the surrounding community to travel long distances by private automobile or bus to attend school, thereby supporting a pattern of development that facilitates active transportation. Overall, the nature of the development as a school and amenity and recreation space will support the evolution of a complete community over time.

4.2.3 Land Use Designation

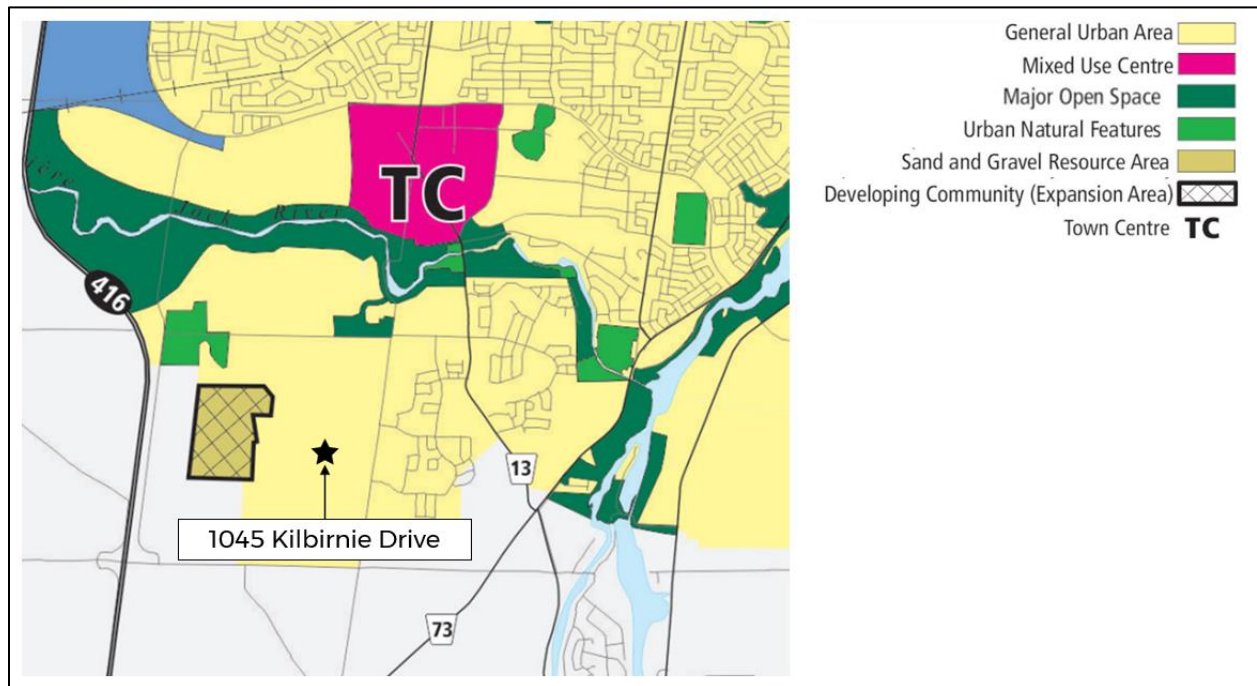
The site is located within the City’s urban boundary and is designated as “General Urban Area” per Schedule B – Urban Policy Plan of the Current OP, as illustrated in **Figure 4-1**.

The General Urban Area designation permits the development of a full range 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. Development within the General Urban Area will facilitate the evolution of complete communities. Notably, the Current OP states that the zoning by-law will facilitate the provision of uses that provide for local, everyday needs, including schools.

Through policy 3.6.1.7, the Current OP permits uses that may generate traffic, noise or other impacts that may have the potential to create conflicts with the surrounding residential community. These uses may draw from broader areas. The Current OP directs these uses to be located along arterial or major collector roads where there is sufficient capacity to accommodate anticipated traffic generated.

The proposed development conforms to the land use policies for the General Urban Area in the Current OP. The proposed development will serve the Barrhaven community and future surrounding residential community with an important community service. Furthermore, the school will be located along a collector road. Therefore, the proposed development conforms with the General Urban Area policies in the Current OP.

Figure 4-1: Schedule - B - Urban Policy Plan (Excerpt), Current City of Ottawa Official Plan



The proposed development is comprised of a low-rise elementary school and daycare, which is in keeping with the low density development in the surrounding residential subdivision. The site is conveniently located in close proximity to a bus stop and future rapid transit station.

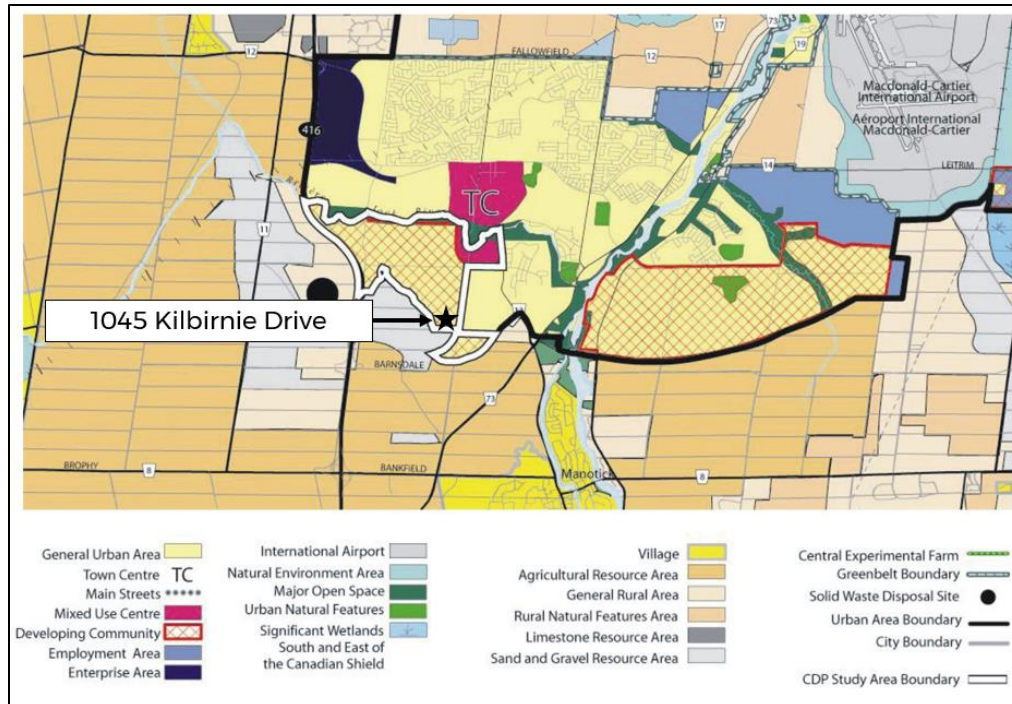
Motor vehicle parking spaces are provided to serve the needs of future employees and the school community. Two barrier-free parking spaces are provided and are located in close proximity to all building entrances. Bicycle parking is provided to encourage active transportation.

4.3 Barrhaven South Expansion Area 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.

Figure 4-3 shows the land use designations within the Barrhaven South CDP area per Figure 6 of the CDP. Figure 6 of the CDP references Schedule B of the Current OP; however, it is noted that Figure 6 references an older version of Schedule B. In both Figure 6 of the CDP and Schedule B of the Current OP, **the site is designated as General Urban Area.**

Figure 4-3: Barrhaven South Community Design Plan (Excerpt), Current City of Ottawa Official Plan



Section 5.1 of the CDP provides the Land Use Plan for the Barrhaven South Expansion Area. The intent of the Land Use Plan is to create a complete residential community with a distinct identity that contains a full range of housing choices and a broad complement of support services and facilities. There are eleven general land use categories, including Schools.

The purpose of the School land use category is to accommodate sites for future potential school sites to serve the community. Only schools and their permitted uses, such as daycare facilities or parks, are permitted within the School land use category.

Chapter 6 – Community Design Guidelines establishes good urban design as a key objective of the City, with policies designed to “create attractive and liveable communities, to build in harmony with nature, to allow for ease of movement, and to meet diverse needs.”

Section 6.8 – Institutional Uses includes design policies for the development of institutional uses. Policies 6.8.6 to 6.8.12 provide direction for the development and design of schools. Generally, the policies provide direction for the preferred location of school sites with frontage on at least two streets with primary building entrances oriented to the street. In accordance with policy 6.8.12, street lay-bys are to be provided for buses and cars. Where on-site bus lay-bys and car drop-offs are provided, they are to avoid pedestrian and vehicular conflicts in accordance with policy 6.8.9.

Policy 6.8.10 states that the location and size of school sites are shown on the Land Use Plan and refined further in the Demonstration Plan. The assignment of sites will be finalized through Plans of Subdivision. Further, policy 6.8.11 requires that the School Board requirements

set out in Table 7 of the CDP be met when preparing the CDP. CEPEO has not been assigned any requirements based on CDP Table 7.

The proposed development conforms to the Barrhaven South CDP and will therefore support the long-term growth and development of Barrhaven South and fulfill the policy directions outlined in the City's Current Official Plan. The proposed development is a permitted land use within the Barrhaven South Expansion Area and only permitted uses, including a school and a daycare, are proposed for the site. The proposed development conforms to the purpose of the School land use category as it will accommodate a school site that will serve the future residential community.

4.4 City of Ottawa New Official Plan (Adopted November 24, 2021)

The new City of Ottawa Official Plan (the “New OP”) was approved by Ottawa City Council on October 27, 2021 and adopted on November 24, 2021.

The New OP sets the vision for how the city will grow and develop to 2046. The New OP introduces significant policy changes, moving from traditional land use planning with a focus on permitted land uses to context and transect-based planning with an emphasis on form and function. The New OP establishes five broad policy directions that serve as the foundation to the New OP. These are referred to as “Big Policy Moves” and 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.

These broad policy directions inform and generally capture the intent of the New OP policies, which are described in further detail in the following sections.

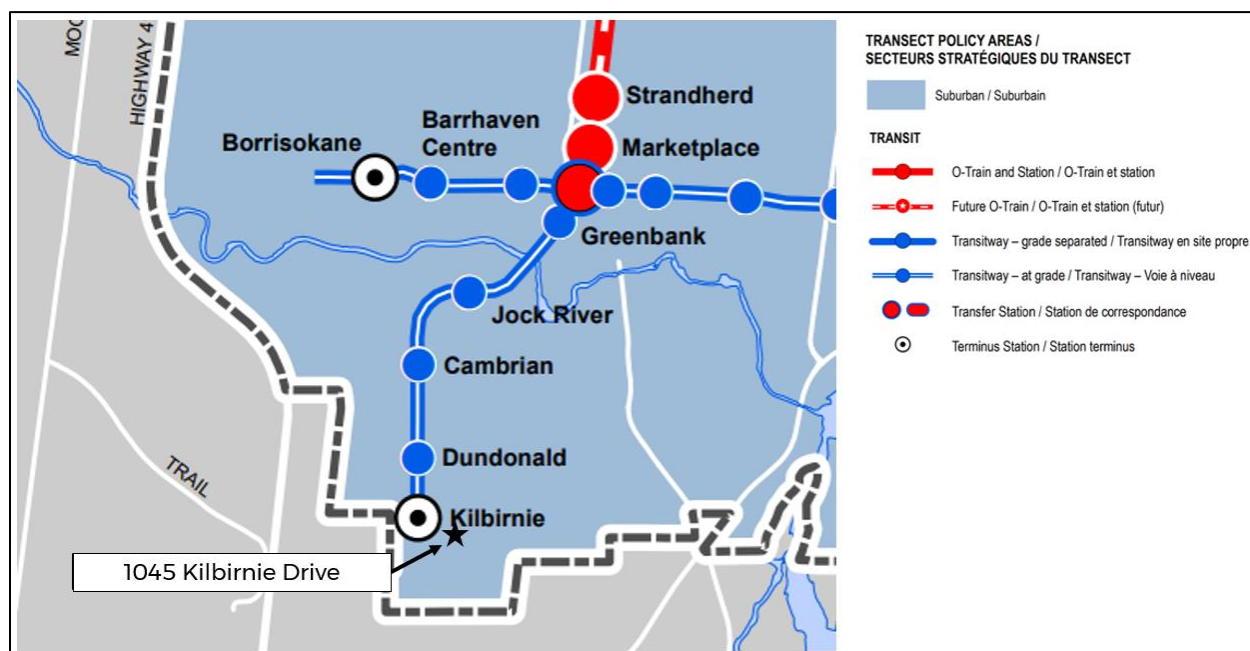
4.4.1 Growth Management Framework

The New OP establishes a growth management framework through Section 3.0 that ensures sufficient development opportunities. The growth management framework supports growth that increases sustainable mode shares and uses existing infrastructure efficiently while reducing greenhouse gas emissions.

The New OP establishes a growth management framework that is grounded in two distinct areas, an urban area and a rural area. The urban area is a settlement area, for the purposes of the 2020 PPS, where growth is to be concentrated and where roads, transit networks and municipal piped services are the appropriate form of infrastructure.

Within the urban area there are distinct transect policy areas. The site is located within the Urban Boundary and is part of the Suburban Transect Policy Area per Schedule A -Transect Policy Areas (**Figure 4-4**).

Figure 4-4: Transect Policy Areas (Excerpt), New City of Ottawa Official Plan (November 24, 2021)



As per Section 11.1(1), the entire City of Ottawa is designated as a Site Plan Control Area to be implemented by the Site Plan Control By-law. Site Plan Control may be applied to all commercial, institutional, industrial and multiple residential developments in the city. The site is therefore subject to Site Plan Control.

Section 4.4.1(3) states that for Site Plan Control applications in Suburban Transects where the development site exceeds 4,000 m², the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.

Lastly, the Evolving Overlay policies in Section 5.6.1.1 of the New OP relate to development standards that may guide gradual change in character, allow for new building forms and provide direction for the evaluation of development. Development standards applicable to lands within the Evolving Overlay would be created through the Zoning By-law. The City of Ottawa is currently in the process of updating its Zoning By-law to create such development standards.

4.4.2 Transect Policy Area

The site is located within the urban boundary and is part of the **Suburban Transect Policy Area** as shown in **Figure 4-4**. Section 5.4 provides policy direction for the growth and development of Suburban Transects. The New OP states that the Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Such neighbourhoods are suburban in nature, and consist of low-rise buildings, separation of land uses, stand-alone buildings, and larger setbacks.

The New OP notes that the development of the Suburban Transect will address approximately 46% of the required growth for greenfield lands over the next 25 years. It is the intent for future Neighbourhoods in the Suburban Transect to be developed with public transit, active transportation options, and diverse housing options to gradually become 15-minute neighbourhoods.

Per Section 5.4.1(2)(a), lands designated as Neighbourhood in the Suburban Transect are intended to be developed as low-rise. Low-rise is defined in the New OP as building heights “up to and including four full storeys.”

Section 5.4.4 directs that greenfield development in the Suburban Transect will “contribute to the 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;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments [...].
- c) 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;
- d) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- e) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- f) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- g) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- h) 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; and

- i) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

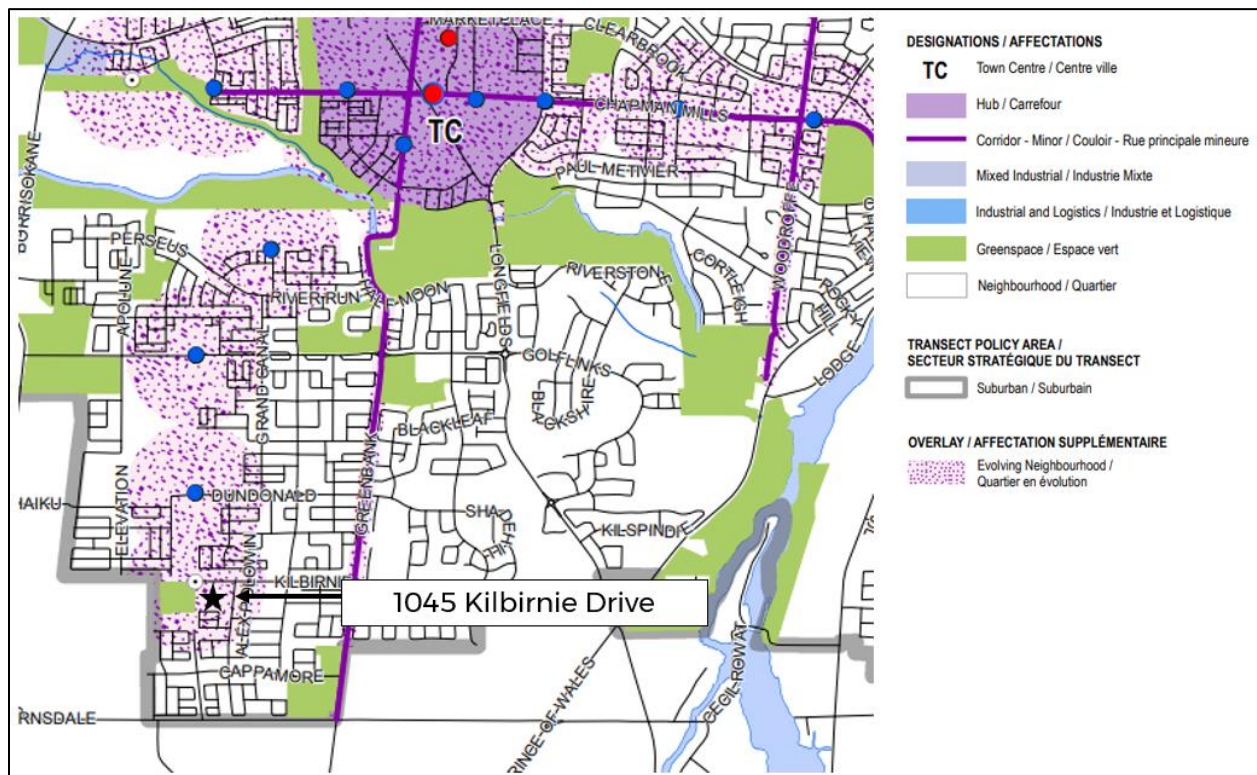
The proposed development conforms to the Suburban Transect policies in the New OP as the proposed development will constitute an institutional use to support the future surrounding residential areas. Further, the proposed building height of two storeys conforms with the maximum building height requirements of Sections 5.4.2(a) and 5.4.5(b).

Surface parking areas will be buffered and screened from the street and adjacent residential lots through the use of setbacks and trees. The proposed development is intended to become a community gathering place and focal point of the neighbourhood with the provision of outdoor recreational space, including a soccer field, two (2) basketball courts, outdoor classroom, and a sliding hill. The proposed development also includes a paved walkway, which will provide an active transportation linkage from the adjacent residential area to the school.

4.4.3 Land Designation and Overlay

As shown in **Figure 4-5**, the site is designated **Neighbourhood** on Schedule B6 – Suburban (Southwest) Transect. Policy direction and designations for Neighbourhoods are detailed through Section 6.3 of the New OP.

Figure 4-5: Schedule B6 – Suburban (Southwest) Transect (Excerpt), New City of Ottawa Official Plan (November 24, 2021)



The Neighbourhood designation permits a range of residential and non-residential built forms. It is the intent of the New OP to ensure that all Neighbourhoods function as compact, well-connected places with a diverse mix of land uses where daily and weekly needs can be accessed within a 15-minute walk. The New OP employs the term “15-minute neighbourhoods” to describe this land use pattern.

Section 6.3.1(4) directs that the Zoning By-law and approvals under the Planning Act allow for a range of residential and non-residential forms in the Neighbourhood designation, including:

- Limited large-scale non-residential uses and include [...] large-scale institutions; and
- Parks, open spaces and linkage areas meant to serve as public space.

The proposed development conforms with the land use designation policies of the New OP. The low-rise built form of the proposed school as well as the publicly accessible open spaces are permitted uses in the Neighbourhood designation. The proposed development will support the development of 15-minute neighbourhoods by facilitating a non-residential use within a residential community. The proposed development is well connected to the surrounding neighbourhood and will facilitate access to, from, and through the site by way of active modes of transportation.

4.4.4 Overlay

Overlays provide additional policy direction and are intended to complement the underlying land use designation (e.g., Neighbourhood). As demonstrated in **Figure 4-5**, the **Evolving Neighbourhood overlay applies to the site**.

The Evolving Overlay policies in Section 5.6.1.1 of the New OP relate to development standards that may guide gradual change in character, allow for new building forms and provide direction for the evaluation of development. Development standards applicable to lands within the Evolving Overlay would be created through the Zoning By-law. The City of Ottawa is currently in the process of updating its Zoning By-law to create such development standards.

4.4.5 City-Wide Policies

Section 4.0 of the New OP delineates policies through key subsections that apply city-wide. Section 4.10 deals specifically with school facilities.

The New OP states that schools are building blocks for healthy, complete communities, providing a focus of community life. They are a key element of a walkable 15-minute neighborhood. The New OP states that school policies provided through Section 4.10 will be supported by local plans and the Transportation Master Plan.

The intent of school facility policies is to:

1. Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design.
2. Locate schools and other neighbourhood uses close together to provide convenient access to residents.
3. Make trees an important component of a school's outdoor space.

Policy 4.10.1.2 provides direction for land use planning and the siting of school facilities to facilitate safe and easy access to schools by walking, cycling, or bus and through neighbourhood design. This includes but is not limited to the following:

- d) Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;
- e) Providing sufficient, visible, shaded, secure and where possible, covered bicycle parking facilities;
- f) Designing parking facilities, where provided, in accordance with transect area policies, and generally, internalized and located away from street frontages;
- g) Locating the school on a site with at least two functional street frontages in order to reduce conflicts with buses and active transportation users;
- h) Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and
- i) Locating school bus lay-bys and passenger pick-up and drop-off areas (PPDOs) in the right-of-way, as opposed to on school property, wherever possible in order to minimize curb cuts and front yard setbacks and improve pedestrian safety.

Section 4.10.2 provides further direction for the location of schools relative to neighbourhood uses, encouraging these uses to be located in close proximity to provide convenient access to residents. Section 4.10.3 provides direction for components of a school's outdoor space. Notably, Policy 4.10.3.1 states that "school design shall incorporate new tree planting, as well as the conservation of existing trees where possible." Outdoor children's play areas are to align with Policy 4.6.4.4, which discourages locating outdoor children's play areas adjacent to Arterial Roads, Provincial Highways or City Freeways to mitigate health risks associated with air pollution caused by traffic.

The proposed development conforms with the New OP as it will be located in a new residential neighbourhood, providing the community with an important educational facility and amenity space that is accessible through multi-modal transportation, including multiple points of entry for pedestrians and sufficient parking space for bicycles. Additionally, the parking facilities will be located internally and away from the street frontages, in accordance with policy 4.10.1.2(c). Further, the proposed site layout has situated the bus lay-bys and passenger pick-up and drop-of areas in the right-of-way on Kilbirnie Drive and Robin Easey Avenue. The site is integrated with the surrounding residential uses and the street grid. The proposed development will maintain street frontage on Kilbirnie Drive and Robin Easey

Avenue with separate space provided for car and bus drop offs. This conforms with policies 4.10.1.2(g-i). Overall, the proposed development and site design will serve as an important community facility for the surrounding residential neighbourhood.

4.4.6 Road Classification and Rights-of-Way

Current Official Plan (2003, Website Consolidation)

As per Section 2.0 of the Current OP, the City may acquire land for rights-of-way (ROW) or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the Current OP sets forth the right-of-way widths that the City may acquire for roads. There are no ROW requirements for Robin Easey Avenue and Kilbirnie Drive.

New Official Plan (November 24, 2021)

As shown in **Figure 2-5** Error! Reference source not found., Schedule C4 – Urban Road Network identifies Kilbirnie Drive as a future Collector Road.

As per Section 4.1.7 of the New OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium.

Schedule C16, Table 1 of the New OP sets forth the ROW widths that the City may require, including Major Collector Roads. However, Table 1 does not contain general ROW protection requirements for Robin Easey Avenue and Kilbirnie Drive.

Per the Current OP and New OP, there are no ROW requirements for Robin Easey Avenue and Kilbirnie Drive.

4.5 Design Brief

The Planning Act gives municipalities the authority to require a Design Brief to be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request other information or material that the authority needs to evaluate and decide on an application. Section 5.2.6 of the Current OP sets out the information and/or reports that may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan Control application, the City has requested a Design Brief be included. As such, a review of the proposed development against the policies of Section 2.5.1 and 4.1.1 is summarized below. The site is not within a Design Priority Area.

4.5.1 Urban Design Objectives

Urban design and compatibility considerations ensure that the design of a new development contributes and enhances an area's sense of community and identity. Section 2.5.1 of the Current OP includes Design Objectives and Principles that are to be applied within all land use designations. The Design Principles describe how the City hopes to achieve the Design Objectives, which may not be achievable in all cases.

Compatible development is defined in the Current OP 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 with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it” (Section 2.5.1).

The proposed development supports the seven urban design objectives and principles set out in Section 2.5.1, as demonstrated herein. It should be noted that, “Proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations” (Section 2.5.1).

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

- The proposed development will enhance the sense of community by developing underutilized and vacant lands into a new school facility.
- The new school will positively contribute to the community by providing essential educational opportunities to a new and expanding community within Barrhaven. By developing on a vacant lot within a growing community, the site will be reinvigorated with new activity that will positively contribute to the local community.

2. To define quality public and private spaces through development.

- The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area through development of the site.
- With respect to public space, the proposed development will introduce significant outdoor amenity and open space.
- The perimeter of the site adjacent to residential uses will be separated by a fence to ensure appropriate separation from the school and residential uses.
- The building façade along Robin Easey Avenue and Kilbirnie Drive will create attractive and continuous street frontage.

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

- The proposed development will include safe and accessible access points to the site.
- The development will include bicycle parking as well as an entrance for car drop off and bus parking. Ample bicycle parking will support the use of active transportation to and from the site.

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

- The site is in Barrhaven. While the site and surrounding lands are currently vacant, the adjacent lots will be developed into residential blocks as part of the Quinn's Pointe – Phase 2 subdivision. Therefore, the proposed development will complement and contribute to the overall design of the new community.

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.

- It is recognized through Current OP policy 2.5.3.1 that schools form part of the building blocks of any community. The Current OP acknowledges that schools not only function as educational institutions, but that they also provide amenity spaces and resources to the neighbourhood. Thus, the introduction of a school to the site within the context of the larger residential community provides the city and the community with access to a multi-purpose and flexible space.

6. To understand and respect natural process and features in development design.

- The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e., stormwater). The site will include landscaping in the front and rear yards to minimize the impact of the building area.
- The number of trees on the site is proposed to increase. 71 new trees are proposed to be added.
- Trees in the rear yard will be used to provide separation between the building, outdoor classroom, and playgrounds and the surface parking lot.

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

- The proposed development will be located adjacent to residential uses.
- The proposed development will include bicycle parking as well as pedestrian access points dispersed at all edges of the site. The location of the school will provide potential students and future users of the site with the opportunity to access the site by means of active transportation. While the site is not currently serviced by public transportation, the nearest public transit stop is located 550 metres from the site.

The proposed development will achieve all seven of the City's urban design principles, as outlined through the Current OP. The proposed development is a compatible form of development that will complement the surrounding residential community. Further, the design of the site will facilitate flow and ease of pedestrian access to and through the site while maintaining a strong visual presence alongside Cope Drive and Dagenham Street.

4.5.2 Urban Design and Compatibility

In addition to the Design Objectives described herein, the City will evaluate the compatibility of development applications on the basis of urban design and compatibility criteria outlined through Policy 4.11.

Table 4-1 provides an evaluation of the proposed development against the compatibility criteria relevant to the Site Plan Control application, as set out in Policy 4.11.

Table 4-1: Evaluation of Proposed Development

Evaluation Criteria	Measure of Compatibility
Views	The proposed development is located on a currently vacant site, with surrounding residential buildings (i.e., single-detached dwellings) anticipated to be 2.5 to 3 storeys. Due to the building's location being setback from adjacent residential properties, it is not anticipated to impact or obstruct views from neighbouring properties.
Building Design	The exterior of the school building will be clad in brick as well as in coloured aluminium composite panels on the gym wall and on other portions of the building.
Massing and Scale	The zoning for the site directs building design and massing that the proposed development must comply with. The maximum height permitted in the IIA Zone in the Zoning By-law is 15 m. The proposed development would have a maximum building height of 8.04 m, which meets the requirement of the zone. Accordingly, the proposed development is of an appropriate massing and scale.
High-Rise Buildings	N/A
Outdoor Amenity Areas	The proposed school development will include an outdoor classroom/seating area, two day care playgrounds, one playground for the kindergarten, two basketball courts, one soccer pitch, and a sliding hill.
Public Art	N/A
Design Priority Areas	The site is not within a Design Priority Area.
First Nations Peoples Design Interest	N/A

The proposed development conforms to the City's Current Official Plan goals, policies, and meets the urban design objectives and compatibility criteria as established in Sections 2.5.1 and 4.11.

Comments were provided by Urban Design staff at the pre-application consultation meeting held on August 27, 2021. These comments are summarized below and a response has been provided where the proposed development has addressed staff's comments.

- Further thought must be given to future Greenbank Rd and how to address the corner, portables at this location are not acceptable. There are various options that could be discussed, i.e. a linear building, reorienting the soccer pitch north-south along Greenbank... We are open to discussing options prior to Site Plan submission.
 - Portable classrooms have been moved to be central to the site and are located adjacent to the outdoor classroom.
 - The soccer field has been re-oriented to be north-south within the site.
- Please ensure adequate buffering between the parking and the residential, i.e. coniferous trees.
 - Coniferous trees are proposed along the southern property line, which will buffer the proposed surface parking lot from the adjacent residential properties.
- The current configuration of the lay-bys creates issues as it's pushing the sidewalk onto private land, please review.
 - Lay-bys have been re-configured to ensure that the sidewalks remain within the public right-of-way.

4.5.3 Transit-Oriented Development Guidelines (2007)

The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed (Policy 4.3.3).

The Transit-Oriented Development Guidelines were approved by Council on September 26, 2007. According to the Guidelines, "Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use".

The TOD Guidelines are used to:

- Provide direction to the design and review processes for plans of subdivision, site plan control, rezoning and Official Plan Amendments.
- To assist in the preparation of new community design plans or secondary plans for undeveloped or redeveloping communities.
- To complement design considerations in approved community design plans or existing secondary plans.

The City of Ottawa’s Transit-Oriented Development (TOD) Guidelines are to be applied throughout the City for all development within a 600-metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations.

The subject site is located within a 600-metre walking distance of the future Kilbirnie Transitway station and associated Park and Ride, as shown in **Figure 4-6**. The proposed station and Park and Ride will be developed as part of the City’s Greenbank Realignment and Southwest Transitway Extension. The proposed development meets the TOD Guidelines. A discussion of compatibility is provided in **Table 4-2**.

Figure 4-6: Greenbank Realignment and Southwest Transitway Extension Key Plan (Excerpt) (WSP, 2022)



Table 4-2: Applicable Transit-Oriented Development Guidelines

Guideline	Measure of Compatibility
<p>Guideline 1: Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station.</p>	<p>The proposed development is located within a 600-metre walking distance from the proposed Kilbirnie station. It includes ample bicycle parking spaces to encourage active transportation.</p>

Guideline	Measure of Compatibility
<p>Guideline 16: Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.</p>	<p>The site is located to the west of the proposed Kilbirnie bus rapid transit (BRT) and transitway station and Park and Ride facility. The proposed road network will facilitate direct and continuous barrier-free access between the site and the transit station.</p>
<p>Guideline 25: Ensure pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes, with a minimum width of 2.0 metres with accessible grade changes.</p>	<p>Pedestrian walkways proposed for Robin Easey Avenue and Kilbirnie Drive within the site will be 2.5 metres with accessible grade changes.</p>
<p>Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.</p>	<p>The proposed development provides bicycle racks at the north edge of the site at the corner of Kilbirnie Drive and Robin Easey Avenue. The location of the bicycle racks is in close proximity to the school building's main entrance.</p>
<p>Guideline 35: Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.</p>	<p>The parking spaces are proposed to be located interior to the site. The proposed location maintains the building's continuous frontage along Kilbirnie Drive and Robin Easey Avenue. The parking lot is not located on an exterior side.</p>
<p>Guideline 37: Provide areas where motorists, including taxis, can drop off or wait for transit passengers. Passengers require a direct connection to the transit station.</p>	<p>The proposed development includes dedicated car, bus, and mini bus drop off areas located along Kilbirnie Drive and Robin Easey Avenue.</p>

The proposed development has taken into consideration the applicable Transit-Oriented Development Guidelines and has incorporated these design elements wherever possible.

4.6 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Website Consolidation September 8, 2021) the site is currently zoned Minor Institutional Zone, Subzone A and Residential Third Density Zone, Subzone YY, Urban Exception 2527 (I1A/R3YY[2527]) as illustrated in **Figure 4-7**. The surrounding properties are zoned for residential and open space uses.

Figure 4-7: Site Zoning (GeoOttawa, 2022)



Per Section 33(2) of the Zoning By-law, where two (2) zone codes are applied to a vacant school site - in this case, I1A/R3YY - the uses permitted are those permitted in the Institutional Zone subject to the Institutional Zone requirements, or those permitted in the other zone subject to the requirements of that zone. **As the proposed use for the site is institutional, a school is permitted per the I1A Zone and accordingly, its provisions apply.**

4.6.1 Zoning Provisions

Zoning Provisions - I1 Zone

The general purpose of the I1 Zone is to:

- permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
- minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that such uses are of a scale and intensity that is compatible with neighbourhood character.

The I1 Zone permits a school and day care. Subzone A requires buildings to meet certain performance and design standards, including minimum lot width and area, minimum setbacks, and maximum lot coverage.

Urban Exception 2527

Urban Exception 2527 includes site-specific zoning provisions that apply to single-detached dwellings, semi-detached dwellings, townhouse dwellings and as such, do not apply to the proposed development.

Based on the General Site Plan prepared by Architecture 49, dated March 31, 2022, **Table 4-3** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the I1A Zone. **For the purpose of the zoning compliance review, the lot line along Robin Easey Avenue is deemed to be the front lot line.**

Table 4-3: Zoning Compliance for the Minor Institutional Zone (IIA)

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Permitted uses - Sec. 169(1)(b)	Community centre, day care , emergency service, group home, library, museum, municipal service centre, one dwelling unit ancillary to a permitted use, park, place of assembly, place of worship, recreational and athletic facility, residential care facility, retail food store limited to a farmer's market, retirement home, converted home, rooming house, school , shelter, sports arena, training centre limited to job instruction/training associated with a school, urban agriculture.	N/A	Yes - The following uses are proposed for the site: - School - Daycare
Minimum lot width - Sec. 170, Table 170A(a)	15 m	N/A	Yes - 121.7 m along Robin Easey Avenue
Minimum lot area - Sec. 170, Table 170A(b)	400 m ²	N/A	Yes - 24,333 m ²
Minimum front yard setback - Sec. 170, Table 170A(c)	Other cases - 6 m	N/A	Yes - 6.51 m
Minimum rear yard setback - Sec. 170, Table 170A(d)	Other cases - 6 m	N/A	Yes - 97.69 m
Minimum interior side yard setback - Sec. 170, Table 170A(e)	Other cases - 3 m	N/A	Yes - 33.31 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum corner side yard setback - Sec. 170, Table 170A(f)	4.5 m	N/A	Yes - 8.04 m, to Kilbirnie Drive
Maximum building height - Sec. 170, Table 170B(g)	15 m	N/A	Yes - 8.04 m

4.6.2 Permitted Projections Above the Height Limit and Permitted Projections into Required Yards Provisions

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards. The proposed school building does not have any projections.

4.6.3 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 4-4**. The site is within Area D on Zoning By-law Schedule 1A, as illustrated in **Figure 4-8**.

Figure 4-8: Schedule 1A - Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2021)

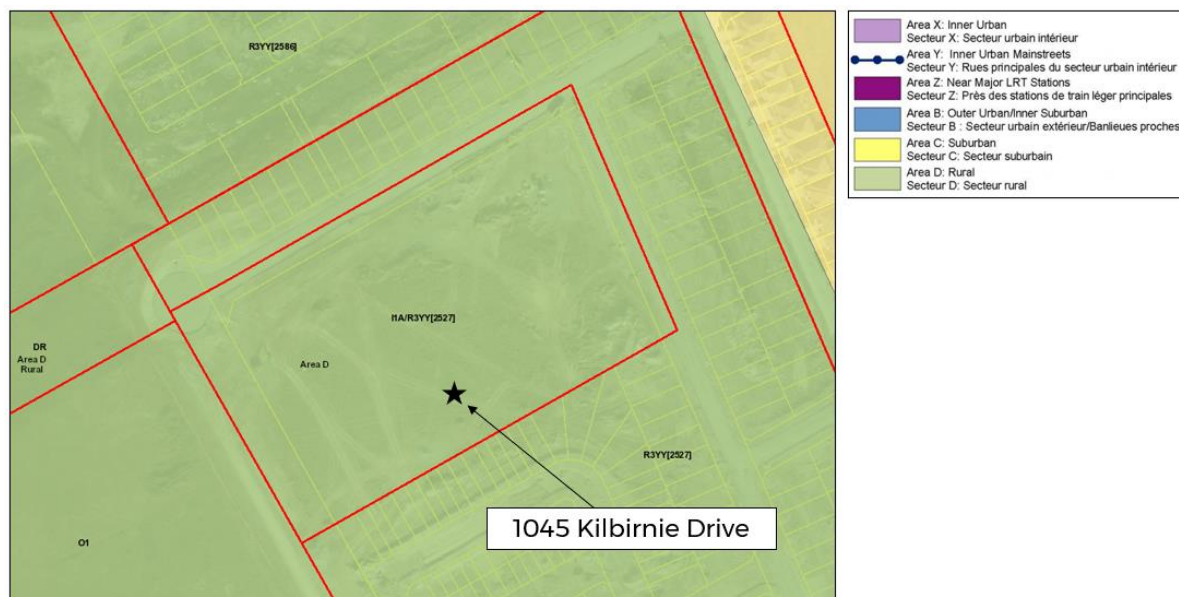


Table 4-4: Parking and Loading Space Provisions

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area D - Sec. 101, Table 101		<p>School, other: 1.5 per classroom (includes portables)</p> <p>Day care: 2 per 100 m² of gross floor area</p>	<p>School:</p> <p>20 regular classrooms x 1.5 = 30 spaces.</p> <p>12 portable classrooms x 1.5 = 18 spaces.</p> <p>Total: 48 spaces.</p> <p>Daycare:</p> <p>CFA: 360 m² (360 m²/100) x 2 = 7.2 = 7 spaces (rounded)</p> <p>Total (School + Daycare): 55 parking spaces</p>	Yes – 61 parking spaces are provided.
Dimension requirements for a motor vehicle parking space - Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes – 2.65 m
	(b) Length	Minimum length of 5.2 m	N/A	Yes – 5.8 m
Outdoor loading and refuse collection areas within a parking lot - Sec. 110(3)		<p>Requirements:</p> <p>9 m from a lot line abutting a public street</p> <p>3 m from any other lot line</p>	N/A	Yes – Setback more than 3 m from a lot line. In-ground waste collection bin system is proposed, which

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	Screened from view by an opaque screen with a min. height of 2 m		will be marked by 1.2 m bollards.
Minimum number of bicycle parking spaces – Sec. 111(2), Table 111A	<p>(d) school: 1 per 100 m² of gross floor area</p> <p>(e) day care: 1 per 250 m² of gross floor area</p>	<p>School: GFA: 4,741 m² 4,471 m²/100 = 47.81 = 48 spaces (rounded)</p> <p>Day care: GFA: 360 m² = 360 m²/250 = 1.44 = 1 space (rounded)</p> <p>Total (School + Day care): 49 bicycle parking spaces</p>	Yes – 50 bicycle parking spaces are provided.
Bicycle parking space location – Sec. 111(3)	Must be located on the same lot as the use or building for which it is provided.	N/A	Yes – bicycle parking is located on the same lot as the proposed school/day care.
Bicycle parking space location – Sec. 111(4)	Must be located in order to provide convenient access to main entrances or well-used areas.	N/A	Yes – proposed bicycle parking is located close to main building entrance on Kilbirnie Drive.

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum bicycle parking space dimensions - Sec. 111(8), Table 111B	a) Horizontal: Width: 0.6 m Length: 1.8 m	N/A	Yes - Width of 0.6 m; length of 1.8 m
Minimum bicycle parking aisle width - Sec. 111(9)	1.5 m	N/A	Yes - 1.5 m
Minimum number of barrier-free parking spaces - City of Ottawa Traffic and Parking By-law No. 2017-301, Part C, Sec. 111(2)	Although the parking lot does not meet the definition of a public parking area, it has been treated as such. A public parking area with a capacity of 20-99 parking spaces: 2 spaces to be reserved for persons with disabilities	N/A	Yes - 2 barrier-free parking spaces are provided.
Parking space requirements for persons with disabilities - City of Ottawa Traffic and Parking By-law No. 2017-301, Part C, Sec. 112	a) width: 3.66 m each b) length: same length as the other parking spaces in the same parking facility c) hard surfaced d) level e) placed so as to be accessible to persons with disabilities whether via ramps, depressed curbs, or other appropriate means, and so placed as to permit easy access by such persons to or from a motor	N/A	Yes - 3.66 m; same length as other parking spaces in the surface parking lot

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	vehicle parked therein; and f) identified by authorized signs as prescribed in subsection 114(1).		
Minimum width of driveway providing access to a parking lot - Sec. 107(1)(a)(ii)	6.0 m for a double traffic lane	N/A	Yes - 7.39 m
Minimum aisle width - Sec. 107, Table 107	6.7 m for angle of parking that is 90 degrees	N/A	Yes - 6.7 m
Landscaping Provisions for Parking Lots - Sec. 110(1), Table 110	Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of:	15% of parking lot area: $= 0.15 \times 3,019 \text{ m}^2$ $= 452.85 \text{ m}^2$ landscape area required	Yes - 1,137 m ²
	(a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer	N/A	Yes - landscape buffer provided along the portions of the southern property line adjacent to the parking lot
	(b) minimum landscape buffer (For a parking lot containing more than 10 but fewer than 100 spaces):		Yes - 3.1 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>a) abutting a street -3 m</p> <p>no abutting a street - 1.5 m</p>		
Minimum number of loading spaces required – Sec. 113, Table 113A	<p>(a) School: (V) 2000 – 4999 m²: 1 loading space required</p> <p>(d) All other non-residential uses, except in the TM Zone: (II) Less than 350 m²: 0 loading spaces required</p>	<p>School: GFA: 4,741 m² = 1 loading space required</p> <p>Day care: GFA: 327 m² = 0 loading spaces required</p>	Yes – 1 off-street loading space proposed.
Minimum width of driveway accessing loading space – Sec. 113, Table 113B(a)	<p>(i) Single traffic lane – 3.5 m</p> <p>(ii) Double traffic lane – 6m</p>	N/A	Yes – 5.3 m
Minimum width of aisle accessing loading space, by angle of loading space – Sec. 113, Table 113B(b)	<p>For a standard space:</p> <p>(i) 45 degrees or less – 5 m</p> <p>(ii) Between 45 and 60 degrees – 6.3 m</p> <p>(iii) 60 to 90 degrees – 9 m</p>	N/A	Yes – 5.3 m
Minimum width of loading space – Sec. 113, Table 113B(c)	<p>For a standard space: 3.5 m</p>	N/A	Yes – 3.5 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum length in metres of loading space, - Sec. 113, Table 113B(d)	For a standard space: (i) Parallel – 9 m (ii) Other cases – 7 m	N/A	Yes – 20.13 m
Minimum vertical clearance for loading space – Sec. 113, Table 113B(e)	4.2 m	N/A	N/A
Permitted location of loading space – Sec. 113, Table 113B(f)	Permitted in all locations other than in a required front yard or required corner side yard, or in a required yard abutting a residential zone	N/A	Yes – located within the surface parking lot central to the site.

5 Summary of Opinion

It is the professional opinion of WSP that the proposed two-storey French elementary school and day care at 1045 Kilbirnie Drive represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the Provincial Policy Statement, 2020.
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of both the Current and New Official Plan by supporting the development of a new elementary school and day care that will support the community of Fernbank.
- The proposed development is compatible with adjacent residential development and meets many of the Design Objectives and Compatibility criteria of both the Current and New Official Plan, as well as the Barrhaven South Expansion Area Community Design Plan.
- The proposed development is part of the Quinn's Pointe - Phase 2 subdivision, which received Draft Approval on February 1, 2019 (City File No. D07-16-11-0003). This supports the site's consistency with the Provincial Policy Statement, 2020 and the City's Current Official Plan as well as the Zoning By-law.
- The proposed development has taken into consideration the appropriate Transit-Oriented Development Guidelines and incorporated these design elements wherever possible and applicable.
- The proposed development complies with the general intent of the Zoning By-law.

In conclusion, the Site Plan Control approval being sought to support the proposed development at 1045 Kilbirnie Drive represents good planning and is in the public interest.

Please feel free to contact us at Justyna.Garbos@wsp.com or 613-690-7463 if you have any questions or require additional information.

Yours truly,

WSP



Justyna Garbos, MCIP, RPP

Senior Planner

A Site Plan

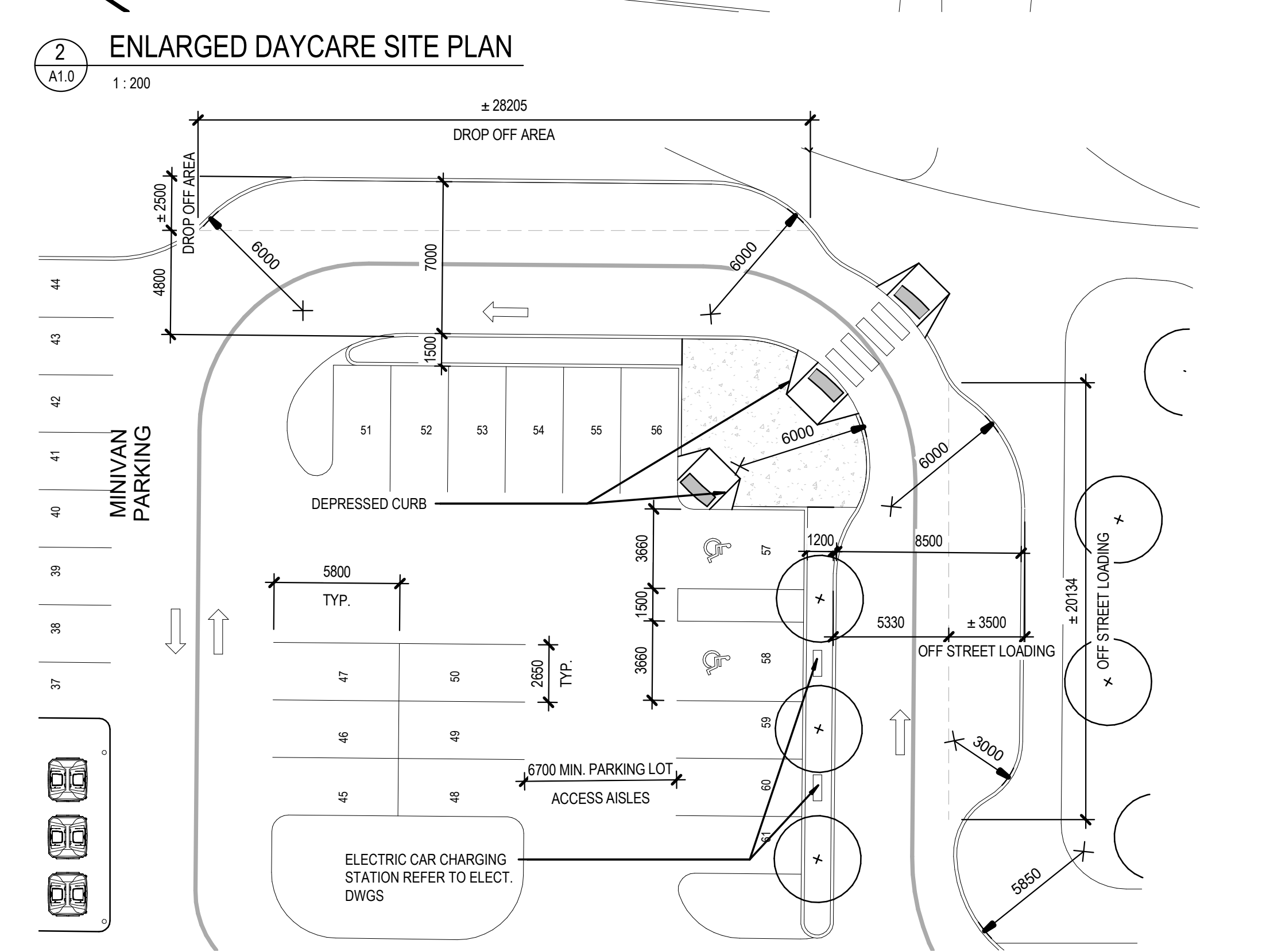
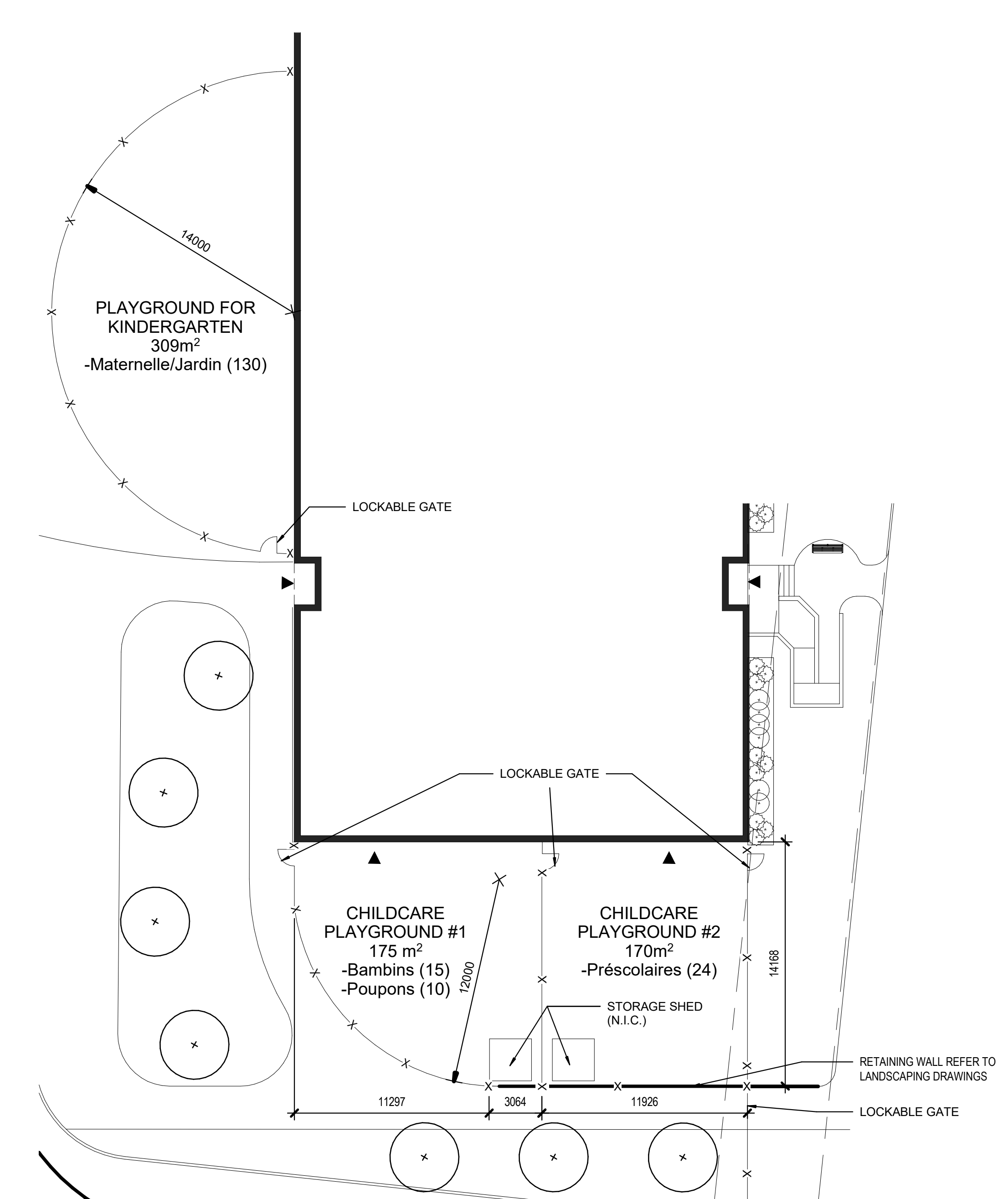
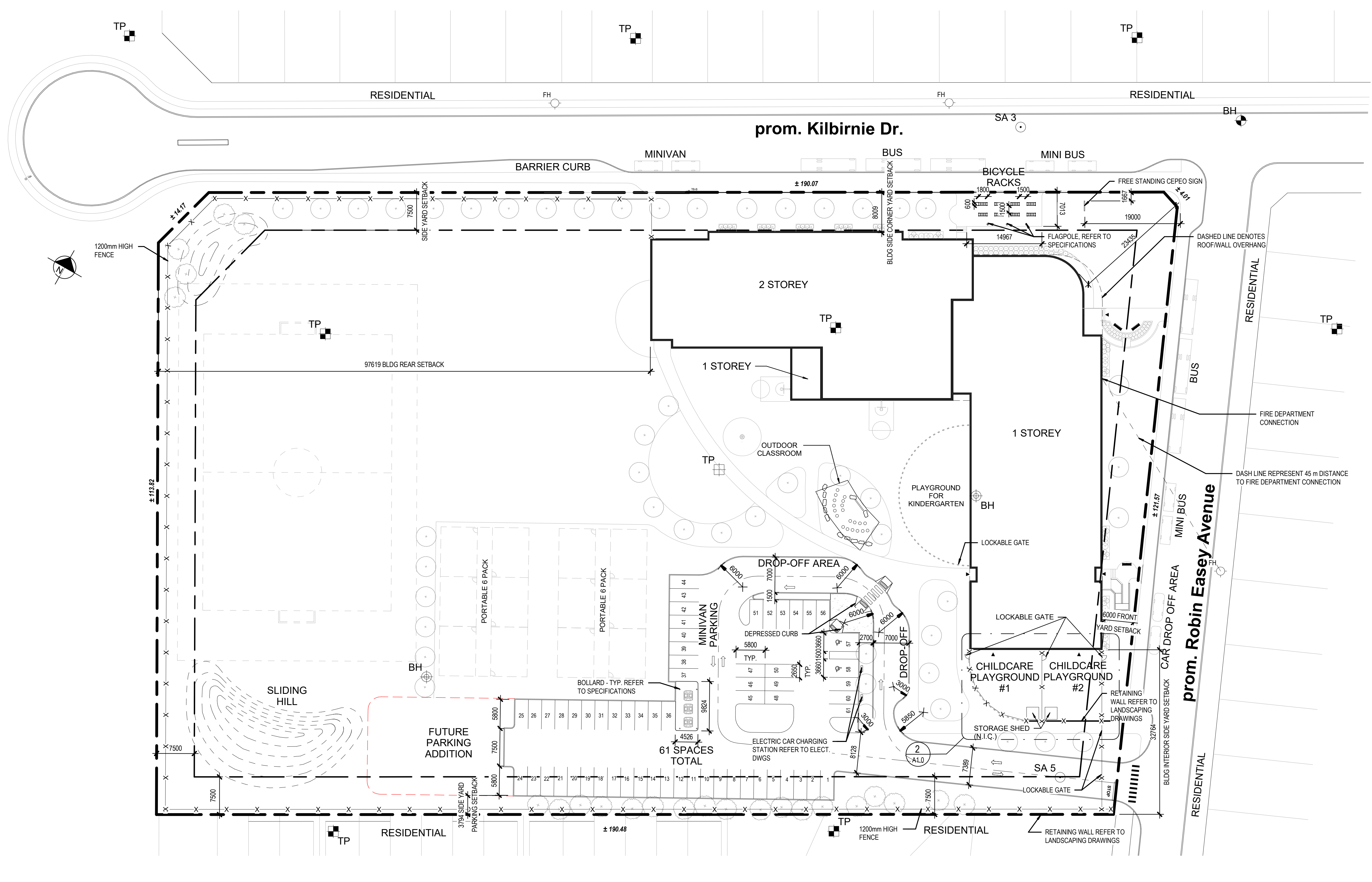
SITE PLAN SYMBOLS LEGEND

- ▽ = ENTRANCE
- ◀ = EXIT
- ⊕ = MANHOLE, CATCH BASIN, ETC. REFER TO CIVIL
- ⚡ = LS, LIGHT STANDARD, REFER TO ELECTRICAL AND STRUCTURAL
- ▭ = DENOTES SLOPED GRADE, REFER TO CIVIL
- ↔ = DENOTES FIRE TRUCK ACCESS ROUTE, REFER TO CIVIL DRAWINGS
- = PROPERTY LINE
- = SURVEY BAR
- up = UTILITY POLE
- FH = FIRE HYDRANT
- ⊙ = BASKETBALL NET
- = SIDEWALK
- ||||| = PEDESTRIAN WALKWAY
- S- = SWALE, REFER TO CIVIL DRAWINGS
- = SETBACK LINE
- BH = BOREHOLE LOCATION
- BH = BOREHOLE WITH MONITORING WELL INSTALLED LOCATION
- TP = TEST PIT LOCATION (PREVIOUS INVESTIGATION, P03607, 2015)
- TP = TEST PIT LOCATION (PREVIOUS INVESTIGATION, GR1114, 2003)
- SA = SEIVE ANALYSIS SAMPLE LOCATION PREVIOUS INVESTIGATION
- = GRASS
- X-X-X = FENCE LINE
- ▨ = LANDSCAPING
- ▨ = ASPHALT
- ▨ = PAINTED LINES

GENERAL SITE PLAN NOTES

1. OBC 3.2.5.5 (1) LOCATION OF ACCESS ROUTES
ACCESS ROUTES REQUIRED BY ARTICLE 3.2.5.4 SHALL BE LOCATED SO THAT THE PRINCIPLE ENTRANCE AND EVERY ACCESS OPENING REQUIRED BY ARTICLE 3.2.5.1 AND 3.2.5.2 ARE LOCATED NOT LESS THAN 3M AND NOT MORE THAN 15M FROM THE CLOSEST PORTION OF THE ACCESS ROUTE REQUIRED FOR FIRE DEPARTMENT USE, MEASURED HORIZONTALLY FROM THE FACE OF THE BUILDING.
2. OBC 3.2.5.6 (1) ACCESS ROUTE DESIGN
A PORTION OF A ROADWAY OR YARD PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL: (a) HAVE A CLEAR WIDTH OF NOT LESS THAN 6M, UNLESS IT CAN BE SHOWN THAT LESSER WIDTHS ARE SATISFACTORY; (b) HAVE A CENTERLINE RADIUS NOT LESS THAN 12M; (c) HAVE AN OVERHEAD CLEARANCE OF NOT LESS THAN 5M; (d) HAVE A CHANGE OF GRADIENT NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15M; (e) BE DESIGNED TO SUPPORT THE EXPECTED LOADS IMPOSED BY FIRE FIGHTING EQUIPMENT AND BE SURFACED WITH CONCRETE, ASPHALT OR OTHER MATERIAL DESIGNED TO PERMIT ACCESSIBILITY UNDER ALL CLIMATIC CONDITIONS.
3. PROVIDE 75mm THK H40 UNDER ALL EXTERIOR CONCRETE SIDEWALK AT ALL ENTRANCES/EXITS. EXTEND RIGID INSULATION MIN 1200 PAST THE EDGE OF CONCRETE SIDEWALKS.
4. FOR CONCRETE SIDEWALK EXPANSION AND CONTRACTION JOINTS, REFER TO CIVIL DETAIL AND SPECIFICATIONS.
5. REFER TO LANDSCAPING PLAN AND CIVIL PLANS FOR LOCATION OF SOD. ALL REMAINING AREAS NOT SLATED FOR SOD TO RECEIVE TOPSOIL AND SEED.
6. REFER TO CIVIL DRAWINGS FOR LOCATIONS OF FIRE ROUTE SIGNAGE.
7. REFER TO CIVIL DRAWINGS FOR TACTILE INDICATORS.
8. ALL CURBS ADJACENT TO PARKING AREAS AND CURBS FORMING PART OF SIDEWALKS ADJACENT TO PARKING AREAS TO BE PAINTED YELLOW.
9. ENSURE FINAL PLACEMENT OF FIRE DEPARTMENT CONNECTION IS NOT MORE THAN 45m FROM THE NEAREST FIRE HYDRANT AS PER OBC 3.2.5.16 (2).

TYPE OF BUILDING OR USE		SITE AND PARKING INFORMATION		PARKING CALCULATION	
SCHOOL (GROUP A-2 OCCUPANCY)				20 CLASSROOMS X 1.5 = 30 2 PER 100m² OF DAYCARE GROSS FLOOR AREA (300m²) = 8 12 PORTABLES X 1.5 = 18 TOTAL PARKING REQUIRED = 56 TOTAL PARKING PROVIDED = 59 BARRIER-FREE PARKING SPACES REQUIRED = 1 BARRIER-FREE PARKING SPACES PROVIDED = 2 TOTAL PARKING PROVIDED = 61	
ZONING = I1A / R3YY - MINOR INSTITUTIONAL, SUBZONE A / RESIDENTIAL THIRD DENSITY, SUBZONE YY	REQUIREMENT	PROPOSED	FIRE TRUCK ACCESS ROUTE IS FROM COUNTY ROAD CORE DRIVE AND SHALL CONFORM TO OBC 2012 - 3.2.5.4, 3.2.5.5 AND 3.2.5.6	BUILDING AREA	
MINIMUM LOT AREA: SEC. 170, TABLE 170B (b)	4000m²	24,309m²		THE GFA FOR THE SCHOOL IS AS FOLLOWS: FIRST FLOOR = 3,329 m² (EXCLUDING DAYCARE) DAYCARE = 300 m² TOTAL BUILDING FOOTPRINT = 3,689 m² + SECOND FLOOR = 1,092 m² TOTAL AREA = 4,781 m²	
MINIMUM LOT FRONTAGE: SEC. 170, TABLE 170B (a)	15.0m	± 121.57m		SITE AREA	
MINIMUM FRONT YARD: SEC. 170, TABLE 170B (c)	6.0m	6.0m		SITE AREA = 24,333m²	
MINIMUM REAR YARD: SEC. 170, TABLE 170B (d)	6.0m	± 97.62m			
MINIMUM EXTERIOR SIDE YARD:	NO REQUIREMENT	-			
MINIMUM INTERIOR SIDE YARD: SEC. 170, TABLE 170B (h)	3.0m	32.75m			
MINIMUM CORNER SIDE YARD: SEC. 170, TABLE 170B (f)	4.5m	8.01m			
MINIMUM LANDSCAPED OPEN SPACE	NO REQUIREMENT	5.0% WITH PARKING LOT			
MAXIMUM LOT COVERAGE	NO REQUIREMENT	15.2% LOT COVERAGE			
PERCENTAGE OF TOTAL SITE OCCUPIED BY VEGETATION AND LANDSCAPING	NO REQUIREMENT	76% SITE OCCUPIED			
MAXIMUM BUILDING HEIGHT: SEC. 170, TABLE 170B (g)	15.0m	8.7m			
MINIMUM REQUIRED PARKING FOR NEW ELEMENTARY SCHOOL: SEC. 101, TABLE 101, N81	1.5 PER CLASSROOM (w/ PORTABLES)	57			
MINIMUM REQ. WIDTH OF A LANDSCAPED BUFFER FOR PARKING LOT: SEC. 110, TABLE 110(a)	3.0m	3.1m			
MINIMUM NUMBER OF BARRIER-FREE PARKING SPACES: BY-LAW NO. 2017-301, SECTION 111	NO. OF REGULAR PARKING SPACES - MIN. NO. OF BARRIER-FREE PARKING SPACES: 1 - 19 SPACES: 0 20 - 99 SPACES: 1 100 - 199 SPACES: 2	2. SEE CALCULATION ABOVE			
MINIMUM NUMBER OF BICYCLE PARKING SPACES: SEC. 111, TABLE 111A (g)	SCHOOL: 1 PER 100m² OF GFA DAY CASE: 1 PER 250m² OF GFA = 360 / 250 = 1.44 ROUNDED TO 2 TOTAL: 50	50			
BICYCLE PARKING DIMENSIONS: SEC. 111, TABLE 11B	HORIZONTAL: 0.5m by 1.8m VERTICAL: 0.5m by 1.5m	HORIZONTAL: 0.5m by 1.8m VERTICAL: 0.5m by 1.5m			



1 GENERAL SITE PLAN
1:400

2 ENLARGED DAYCARE SITE PLAN
1:200

3 ENLARGED DROP OFF PLAN
1:200

ARCHITECTURE 49

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CONSULTANT - SUB CONSULTANT

CLIENT

Conseil des écoles publiques de l'Est de l'Ontario

PROJECT

CENTRE ÉDUCATIF DE BARRHAVEN-MANOTICK
1045 ROBIN EASEY AVENUE,
NEPEAN, ON, K2J 6S3

REV. PLAN

TRUE NORTH

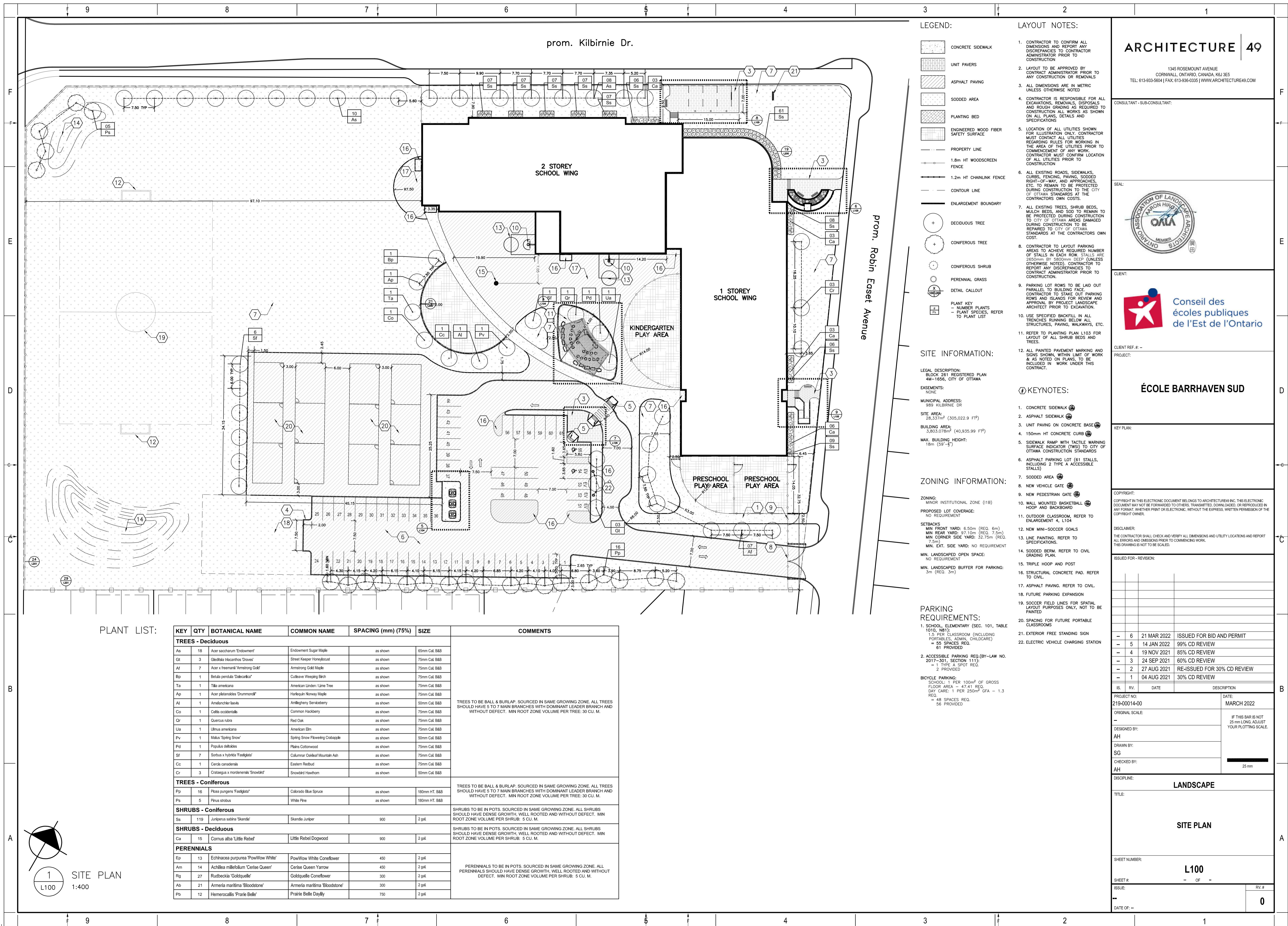
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ISSUED FOR REVIEW

NO.	DATE	DESCRIPTION
8	31 MAR 2022	ISSUED FOR SITE PLAN CONTROL
7	21 MAR 2022	ISSUED FOR BID AND PERMIT
6	14 JAN 2022	ISSUED FOR 99% CD REVIEW
5	10 NOV 2021	ISSUED FOR 85% CD REVIEW
4	25 SEP 2021	ISSUED FOR INFORMATION
3	24 SEP 2021	ISSUED FOR 65% CD REVIEW
2	27 AUG 2021	RE-ISSUED FOR 30% CD REVIEW
1	04 AUG 2021	30% CD REVIEW

PROJECT NO. 219-20014-01 DATE: MARCH 2022
PROJ. SCALE: As Indicated
DESIGNED BY: J.C.
DRAWN BY: N.M. SDI AS
CHECKED BY: M.H.C.
DISCIPLINE: ARCHITECTURAL
TITLE: GENERAL SITE PLAN
SHEET NUMBER: A1.0 OF 1
ISSUE FOR BID AND PERMIT
DATE OF: 31 MAR 2022

B Landscape Plan



LEGEND:

- CONCRETE SIDEWALK
- UNIT PAVERS
- ASPHALT PAVING
- SODDED AREA
- PLANTING BED
- ENGINEERED WOOD FIBER SAFETY SURFACE
- PROPERTY LINE
- 1.8m HT WOODSCREEN FENCE
- 1.2m HT CHAINLINK FENCE
- CONTOUR LINE
- ENLARGEMENT BOUNDARY
- DECIDUOUS TREE
- CONIFEROUS TREE
- CONIFEROUS SHRUB
- PERENNIAL GRASS
- DETAIL CALLOUT
- PLANT KEY
- NUMBER PLANTS
- PLANT SPECIES, REFER TO PLANT LIST

LAYOUT NOTES:

1. CONTRACTOR TO CONFIRM ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO CONTRACTOR ADMINISTRATOR PRIOR TO CONSTRUCTION
2. LAYOUT TO BE APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO ANY CONSTRUCTION OR REMOVALS
3. ALL DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED
4. CONTRACTOR IS RESPONSIBLE FOR ALL EXCAVATIONS, REMOVALS, DISPOSALS AND ROUGH GRADING AS REQUIRED TO CONSTRUCTION ALL WORKS AS SHOWN ON PLANS, DETAILS AND SPECIFICATIONS
5. LOCATION OF ALL UTILITIES SHOWN FOR ILLUSTRATION ONLY. CONTRACTOR MUST CONTACT ALL UTILITIES REGARDING RULES FOR WORKING IN THE AREA OF THE UTILITIES PRIOR TO COMMENCEMENT OF ANY WORK. CONTRACTOR MUST CONFIRM LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION
6. ALL EXISTING ROADS, SIDEWALKS, CURBS, FENCING, PAVING, SODDED RIGHT-OF-WAY AND APPROACHES, ETC. TO REMAIN TO BE PROTECTED DURING CONSTRUCTION TO THE CITY OF OTTAWA STANDARDS AT THE CONTRACTORS OWN COSTS.
7. ALL EXISTING TREES, SHRUB BEDS, MULCH BEDS, AND SOIL TO REMAIN TO BE PROTECTED DURING CONSTRUCTION TO CITY OF OTTAWA STANDARDS AT THE CONTRACTORS OWN COSTS. DAMAGED TREES TO BE REPAIRED TO CITY OF OTTAWA STANDARDS AT THE CONTRACTORS OWN COST.
8. CONTRACTOR TO LAYOUT PARKING AREAS TO ACHIEVE REQUIRED NUMBER OF STALLS IN EACH ROW. STALLS ARE 2550mm BY 5500mm DEEP (UNLESS OTHERWISE NOTED). CONTRACTOR TO REPORT ANY DISCREPANCIES TO CONTRACT ADMINISTRATOR PRIOR TO CONSTRUCTION.
9. PARKING LOT ROWS TO BE LAID OUT PARALLEL TO BUILDING FACE. CONTRACTOR TO STAKE OUT PARKING ROWS AND ISLANDS FOR REVIEW AND APPROVAL BY PROJECT LANDSCAPE ARCHITECT PRIOR TO EXCAVATION.
10. USE SPECIFIED BACKFILL IN ALL TRENCHES RUNNING BELOW ALL STRUCTURES, PAVING, WALKWAYS, ETC.
11. REFER TO PLANTING PLAN L103 FOR LAYOUT OF ALL SHRUB BEDS AND TREES.
12. ALL PAINTED PAVEMENT MARKINGS AND SIGNS SHOWN, WITHIN LIMIT OF WORK & AS NOTED ON PLANS, TO BE INCLUDED IN WORK UNDER THIS CONTRACT.

SITE INFORMATION:

LEGAL DESCRIPTION:
BLOCK 261 REGISTERED PLAN
4M-1656, CITY OF OTTAWA

EASEMENTS:
NONE

MUNICIPAL ADDRESS:
999 KILBIRNIE DR

SITE AREA:
28,337m² (305,022.9 FT²)

BUILDING AREA:
3,803.078m² (40,935.99 FT²)

MAX. BUILDING HEIGHT:
18m (59'-5")

ZONING INFORMATION:

ZONING:
MINOR INSTITUTIONAL ZONE (I19)

PROPOSED LOT COVERAGE:
NO REQUIREMENT

SETBACKS:
MIN FRONT YARD: 6.50m (REQ. 6m)
MIN REAR YARD: 9.71m (REQ. 7.5m)
MIN CORNER SIDE YARD: 3.275m (REQ. 3.0m)
MIN. EXT. SIDE YARD: NO REQUIREMENT

MIN. LANDSCAPED OPEN SPACE:
NO REQUIREMENT

MIN. LANDSCAPED BUFFER FOR PARKING:
3m (REQ. 3m)

PARKING REQUIREMENTS:

1. SCHOOL, ELEMENTARY (SEC. 101, TABLE 1010, NB1)
1.5 PER CLASSROOM (INCLUDING PORTABLES, ADMIN, CHILDCARE)
= 55 SPACES REQ.
61 PROVIDED

2. ACCESSIBLE PARKING REQ. (BY-LAW NO. 2017-301, SECTION 111):
= 1 TYPE A SPOT REQ.
2 PROVIDED

BICYCLE PARKING:
SCHOOL: 1 PER 100m² OF GROSS FLOOR AREA = 47.41 REQ.
DAY CARE: 1 PER 250m² OFA = 1.3 REQ.
= 45 SPACES REQ.
56 PROVIDED

KEYNOTES:

1. CONCRETE SIDEWALK
2. ASPHALT SIDEWALK
3. UNIT PAVING ON CONCRETE BASE
4. 150mm HT CONCRETE CURB
5. SIDEWALK RAMP WITH TACTILE WARNING SURFACE INDICATOR (TWS) TO CITY OF OTTAWA CONSTRUCTION STANDARDS
6. ASPHALT PARKING LOT (61 STALLS, INCLUDING 2 TYPE A ACCESSIBLE STALLS)
7. SODDED AREA
8. NEW VEHICLE GATE
9. NEW PEDESTRIAN GATE
10. WALL MOUNTED BASKETBALL HOOP AND BACKBOARD
11. OUTDOOR CLASSROOM, REFER TO ENLARGEMENT 4, L104
12. NEW MINI-SOCCER GOALS
13. LINE PAINTING, REFER TO SPECIFICATIONS.
14. SODDED BERM, REFER TO CIVIL GRADING PLAN.
15. TRIPLE HOOP AND POST
16. STRUCTURAL CONCRETE PAD, REFER TO CIVIL
17. ASPHALT PAVING, REFER TO CIVIL
18. FUTURE PARKING EXPANSION
19. SOCCER FIELD LINES FOR SPATIAL LAYOUT PURPOSES ONLY, NOT TO BE PAINTED.
20. SPACING FOR FUTURE PORTABLE CLASSROOMS
21. EXTERIOR FREE STANDING SIGN
22. ELECTRIC VEHICLE CHARGING STATION

PLANT LIST:

KEY	QTY	BOTANICAL NAME	COMMON NAME	SPACING (mm) (75%)	SIZE	COMMENTS
TREES - Deciduous						
As	18	<i>Acer saccharum</i> 'Endowment'	Endowment Sugar Maple	as shown	65mm Cal. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 5 TO 7 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
Gt	3	<i>Gleditsia triacanthos</i> 'Draves'	Street Keeper Honeylocust	as shown	75mm Cal. B&B	
Af	7	<i>Acer x freemanii</i> 'Armstrong Gold'	Armstrong Gold Maple	as shown	75mm Cal. B&B	
Bp	1	<i>Betula pendula</i> 'Dalecarlica'	Culzeave Weeping Birch	as shown	75mm Cal. B&B	
Ta	1	<i>Tilia americana</i>	American Linden / Lime Tree	as shown	75mm Cal. B&B	
Ap	1	<i>Acer platanoides</i> 'Drummond'	Harlequin Norway Maple	as shown	75mm Cal. B&B	
Al	1	<i>Aralia nudicaulis</i>	Amilgheny Sarsaparilla	as shown	50mm Cal. B&B	
Co	1	<i>Celtis occidentalis</i>	Common Hackberry	as shown	75mm Cal. B&B	
Qr	1	<i>Quercus rubra</i>	Red Oak	as shown	75mm Cal. B&B	
Ua	1	<i>Ulmus americana</i>	American Elm	as shown	75mm Cal. B&B	
Pv	1	<i>Malus 'Spring Snow'</i>	Spring Snow Flowering Crabapple	as shown	50mm Cal. B&B	
Pd	1	<i>Populus deltoides</i>	Plains Cottonwood	as shown	75mm Cal. B&B	
Sf	7	<i>Sorbus x hybrida</i> 'Fastigiata'	Columnar Oakleaf Mountain Ash	as shown	75mm Cal. B&B	
Cc	1	<i>Cercis canadensis</i>	Eastern Redbud	as shown	75mm Cal. B&B	
Cr	3	<i>Cotoneaster x mordenensis</i> 'Snowbird'	Snowbird Hawthorn	as shown	50mm Cal. B&B	
TREES - Coniferous						
Pp	16	<i>Picea pungens</i> 'Fastigiata'	Colorado Blue Spruce	as shown	180mm HT. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 5 TO 7 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
Ps	5	<i>Pinus strobus</i>	White Pine	as shown	180mm HT. B&B	
SHRUBS - Coniferous						
Ss	119	<i>Juniperus sabina</i> 'Skandis'	Skandis Juniper	900	2 gal.	SHRUBS TO BE IN POTS, SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER SHRUB: 5 CU. M.
SHRUBS - Deciduous						
Ca	15	<i>Cornus alba</i> 'Little Rebel'	Little Rebel Dogwood	900	2 gal.	SHRUBS TO BE IN POTS, SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER SHRUB: 5 CU. M.
PERENNIALS						
Ep	13	<i>Echinacea purpurea</i> 'PowWow White'	PowWow White Coneflower	450	2 gal.	PERENNIALS TO BE IN POTS, SOURCED IN SAME GROWING ZONE. ALL PERENNIALS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER SHRUB: 5 CU. M.
Am	14	<i>Achillea millefolium</i> 'Cerise Queen'	Cerise Queen Yarrow	450	2 gal.	
Rq	27	<i>Rutbeckia 'Goldquelle'</i>	Goldquelle Coneflower	300	2 gal.	
Ab	21	<i>Armeria maritima</i> 'Bloodstone'	Armeria maritima 'Bloodstone'	300	2 gal.	
Pb	12	<i>Hemerocallis 'Prarie Belle'</i>	Prairie Belle Daylily	750	2 gal.	

ARCHITECTURE 49

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CONSULTANT - SUB-CONSULTANT:



CLIENT:



CLIENT REF. #:

PROJECT:

ÉCOLE BARRHAVEN SUD

KEY PLAN:

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ISSUED FOR - REVISION:

IS.	RV.	DATE	DESCRIPTION
-	6	21 MAR 2022	ISSUED FOR BID AND PERMIT
-	5	14 JAN 2022	99% CD REVIEW
-	4	19 NOV 2021	85% CD REVIEW
-	3	24 SEP 2021	60% CD REVIEW
-	2	27 AUG 2021	RE-ISSUED FOR 30% CD REVIEW
-	1	04 AUG 2021	30% CD REVIEW

PROJECT NO:

DATE:

219-00014-00

MARCH 2022

ORIGINAL SCALE:

DESIGNED BY:

AH

DRAWN BY:

SG

CHECKED BY:

AH

DISCIPLINE:

LANDSCAPE

TITLE:

SITE PLAN

SHEET NUMBER:

L100

ISSUE:

DATE OF:

RV.#

0

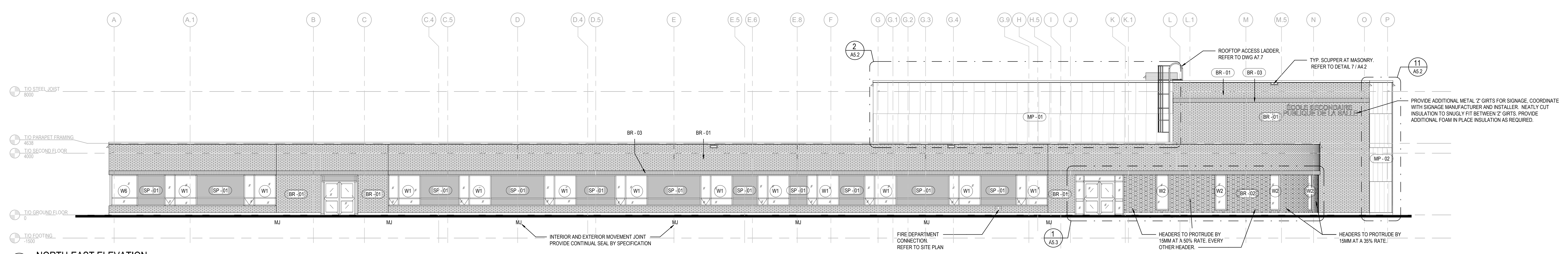
C Building Elevations



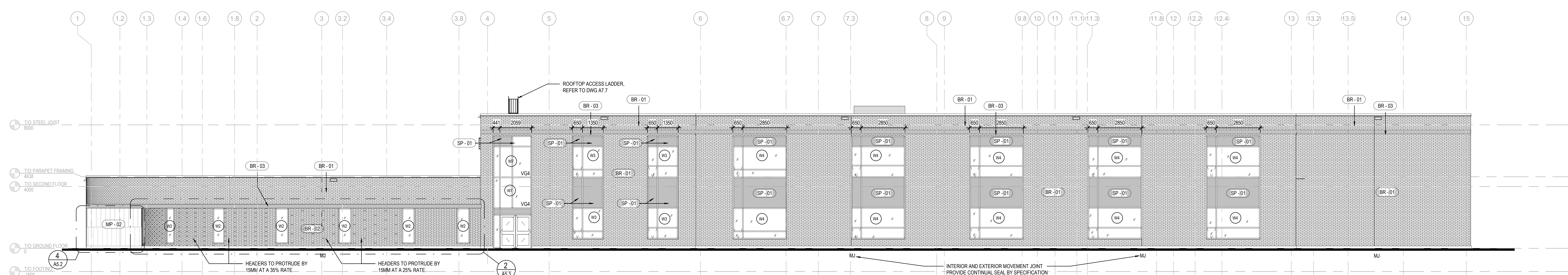
300-2611 QUEENSWAY DRIVE
OTTAWA, ONTARIO, CANADA K2B 8K2
PHONE: 613-823-3500 | WWW.WSP.COM



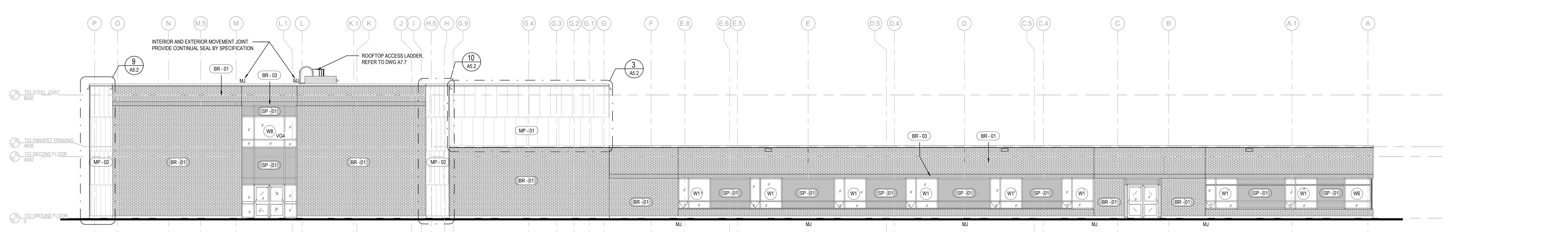
ÉCOLE ÉLÉMENTAIRE
BARRHAVEN-MANOTICK



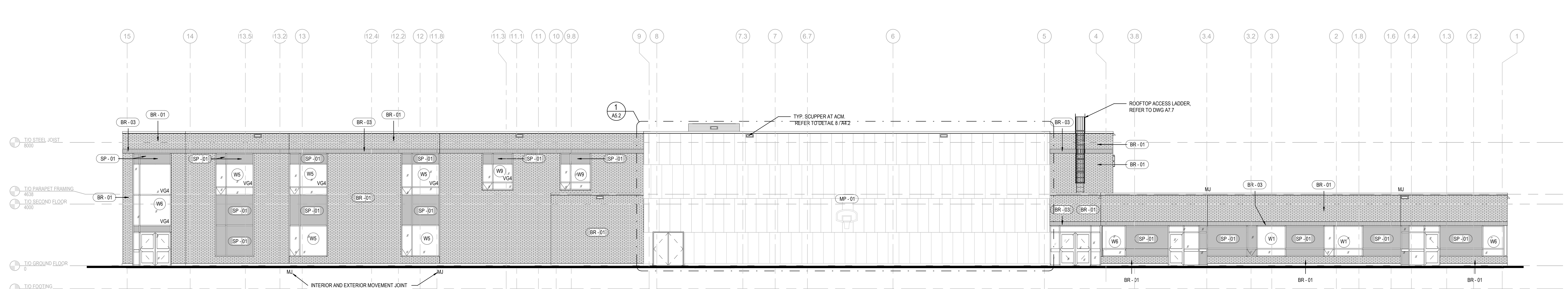
4 NORTH-EAST ELEVATION
AS.0 1:100



3 NORTH-WEST ELEVATION
AS.0 1:100



2 SOUTH-EAST ELEVATION
AS.0 1:100



1 SOUTH-WEST ELEVATION
AS.0 1:100

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REVISIONS FOR REVIEW

6	21 MAR 2022	ISSUED FOR BID AND PERMIT
5	14 JAN 2022	ISSUED FOR 99% CD REVIEW
4	18 NOV 2021	ISSUED FOR 65% CD REVIEW
3	24 SEP 2021	ISSUED FOR 60% CD REVIEW
2	27 AUG 2021	RE-ISSUED FOR 30% CD REVIEW
1	04 AUG 2021	30% CD REVIEW

PROJECT NO.	219-00014-00	DATE	MARCH 2022
PROJECT SCALE	1:100	IF THE BAR IS NOT SHOWN, PLEASE YOUR PLATTING SCALE.	
DESIGNED BY	JD		
DRAWN BY	NM/SD/AS		
CHECKED BY	MMG		

DISCIPLINE ARCHITECTURAL
TITLE EXTERIOR ELEVATIONS

SHEET NUMBER A5.0
ISSUED FOR BID AND PERMIT
DATE OF 21 MAR 2022