

École Élémentaire

2666 Tenth Line Road

Planning Rationale Report

April 2023

Prepared for

Conseil des écoles catholiques du Centre-Est (CECCE)

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1. Background

This report is intended to provide the necessary planning background and rationale in support of development applications (i.e. zoning bylaw amendment and site plan approval) to permit a new elementary school at 2666 Tenth Line Road on behalf of the Conseil Des Écoles Catholiques De Langue Française du Centre-Est.

2. Site Context and Existing Land Use

2666 Tenth Line Road, as shown on Figure 1, is located on the southwest corner of Tenth Line Road and Sweet Valley Drive; it is a 10.31 ha parcel owned by Claridge Homes as shown on Figures 1. The Conseil Des Écoles Catholiques De Langue Française du Centre-Est has entered into a Purchase and Sale Agreement to acquire the 1.8 ha portion lying east of McKinnon’s Creek as shown on Figures 2. A Draft Reference Plan, prepared by Annis O’Sullivan and shown on Figure 3, also identifies the subject property. (Note: the subject property is identified with a star on the figures in this report)

Figure 1: 2666 Tenth Line Road Location per Geo Ottawa

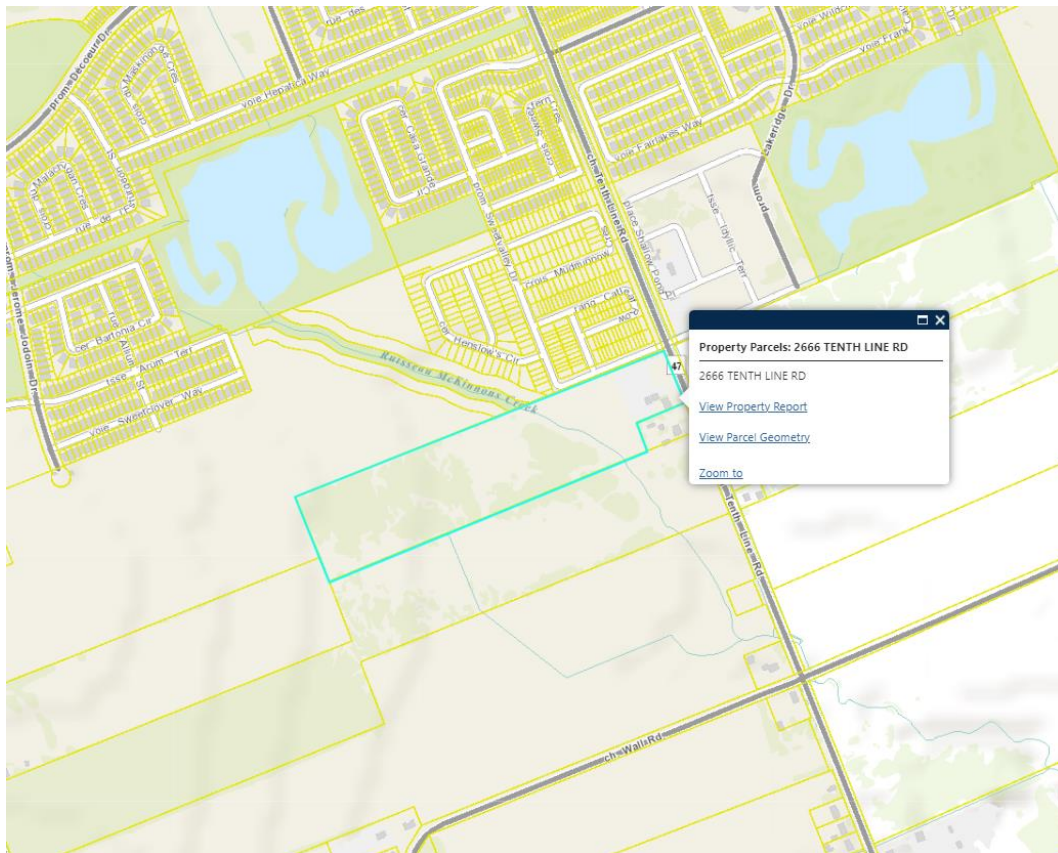


Figure 2: Subject Property  Location per Geo Ottawa 2021 Air Photo

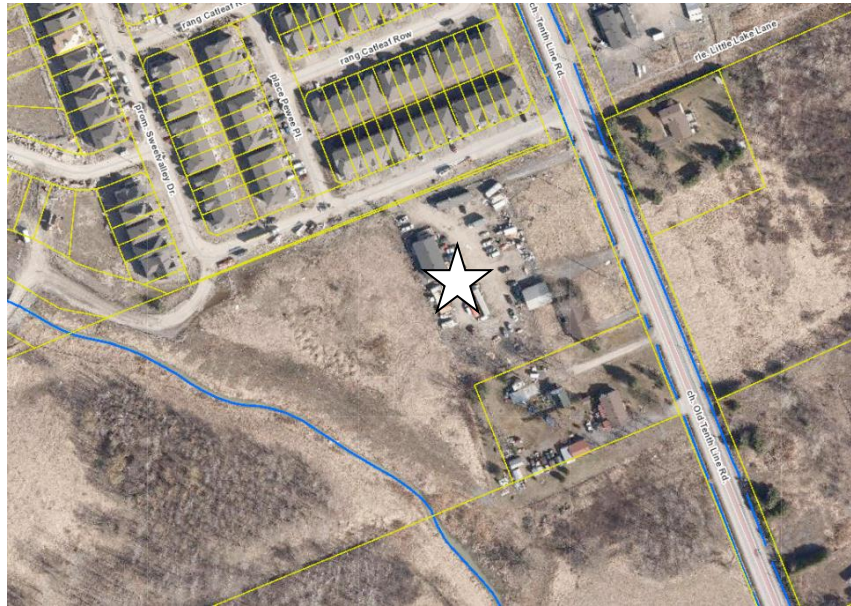
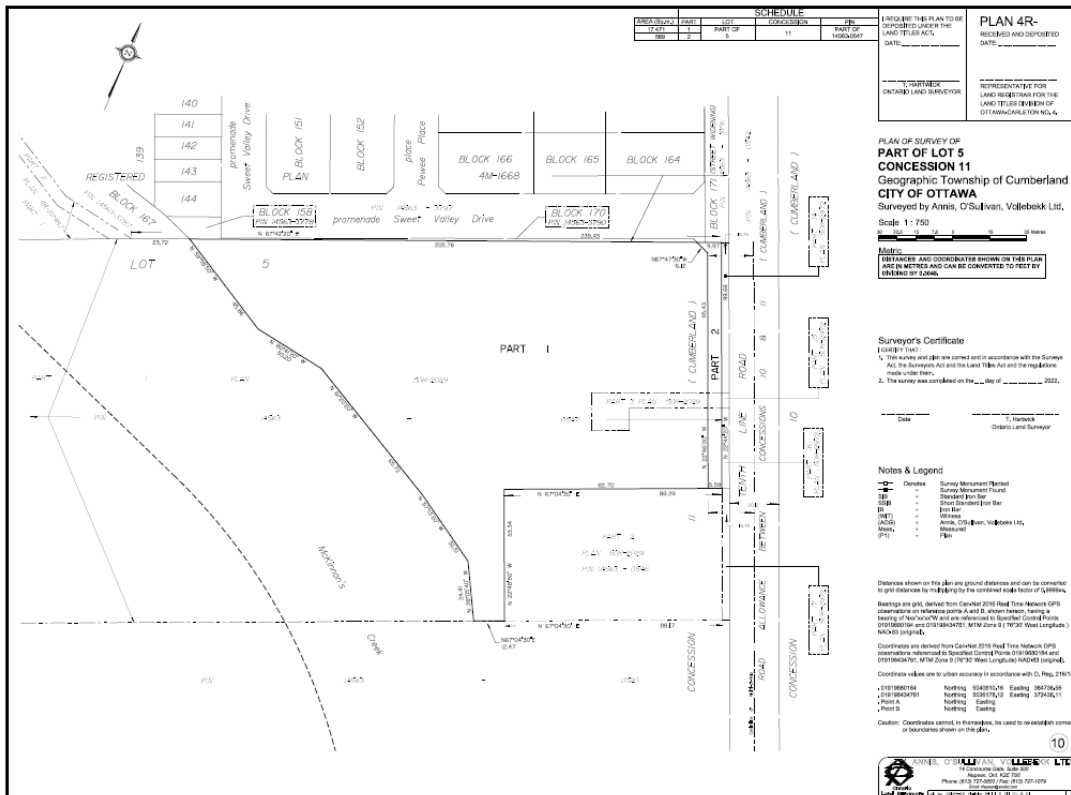


Figure 3: Draft Reference Plan of Subject Property



The subject property is currently being utilized to accommodate a house (non-occupied) as well as temporary construction related buildings and equipment. Adjacent land uses include as follows:

North: a residential subdivision being marketed under the name of Summerside West which extends west to Mer Bleue Road;

West: vacant lands forming balance of parcel known as 2666 Tenth Line Road owned by Claridge Homes. (Note: the property known as 2666 Tenth line Road and other adjacent lands as shown on Figure 4 are subject to a plan of subdivision application D07-16-22-0011 by Claridge Homes);

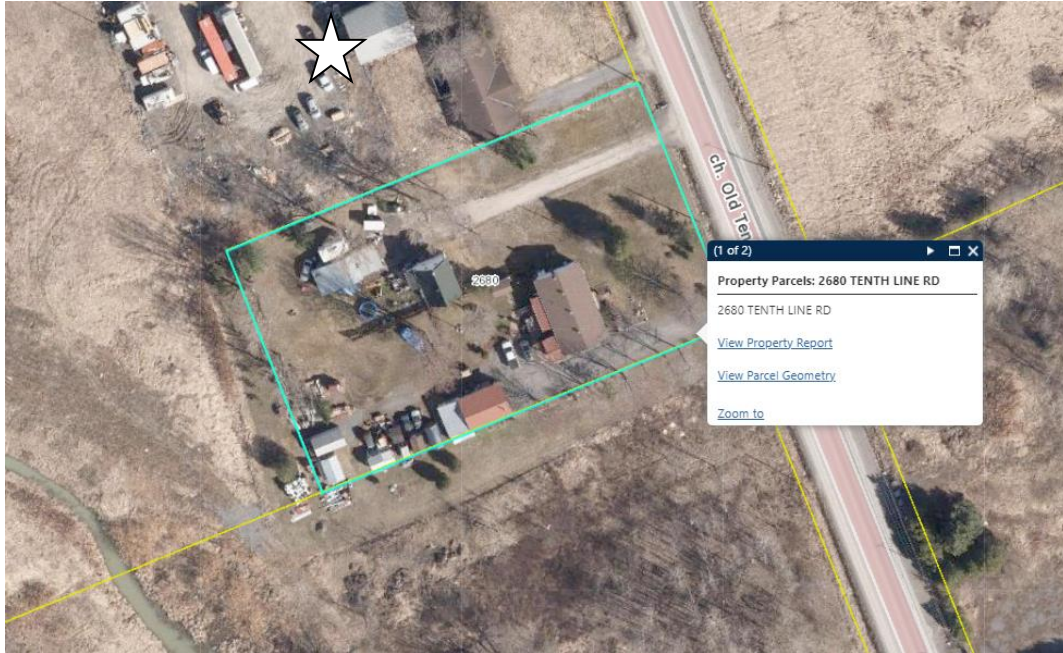
South: a residential dwelling located at 2680 Tenth Line Road as shown on Figure 5; other lands to the south are part of Claridge subdivision application identified above;

East: a residential subdivision known as Avalon as well as vacant lands held for future residential development.

Figure 4: Subject Property per Claridge Subdivision Application



Figure 5: Property at 2680 Tenth Line Road



The following are images of the site and adjacent lands.

Figure 6: Subject property and townhouses fronting onto Sweet Valley Drive



Figure 7: House on subject property; house to left located at 2680 Tenth Line Road



Figure 8: Tenth Line Road looking north; subject property on left side

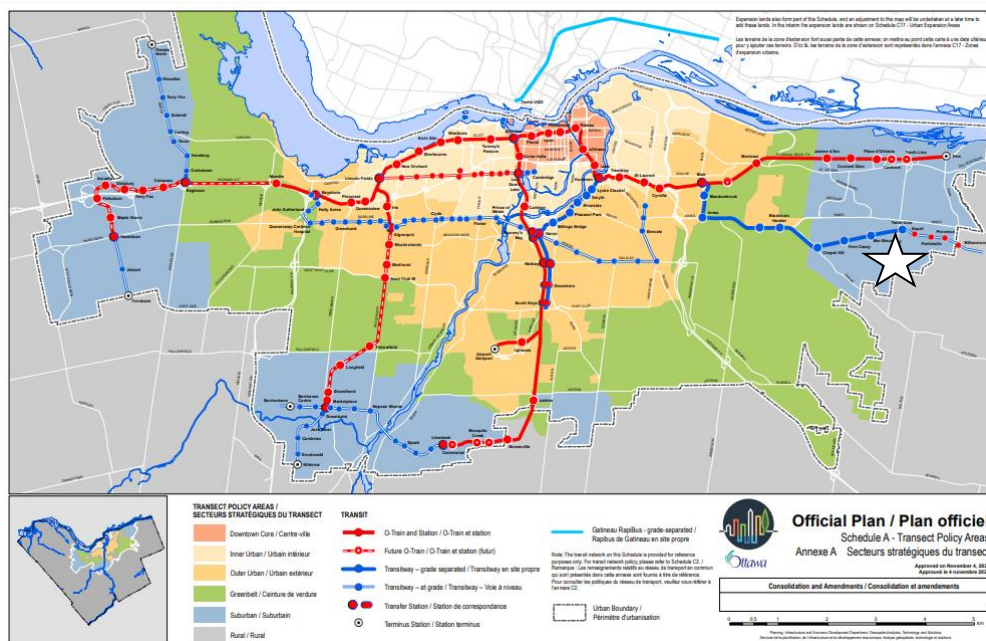


3. Planning Context

3.1 New Official Plan (approved by the Province on November 4, 2022)

Status: The Ministry of Municipal Affairs and Housing has issued a Notice of Decision to approve the City’s New Official Plan, adopted by By-law 2021-386, and has subsequently repealed the previous Official Plan (By-law 2003-203). The review below is based on the official plan available on line per February 22, 2023 which includes the Minister’s modifications as tracked changes. According to Schedule A of the 2021 Official Plan (see Figure 9), the subject property is located within the Suburban Transect.

Figure 9: City of Ottawa New Official Plan Schedule A

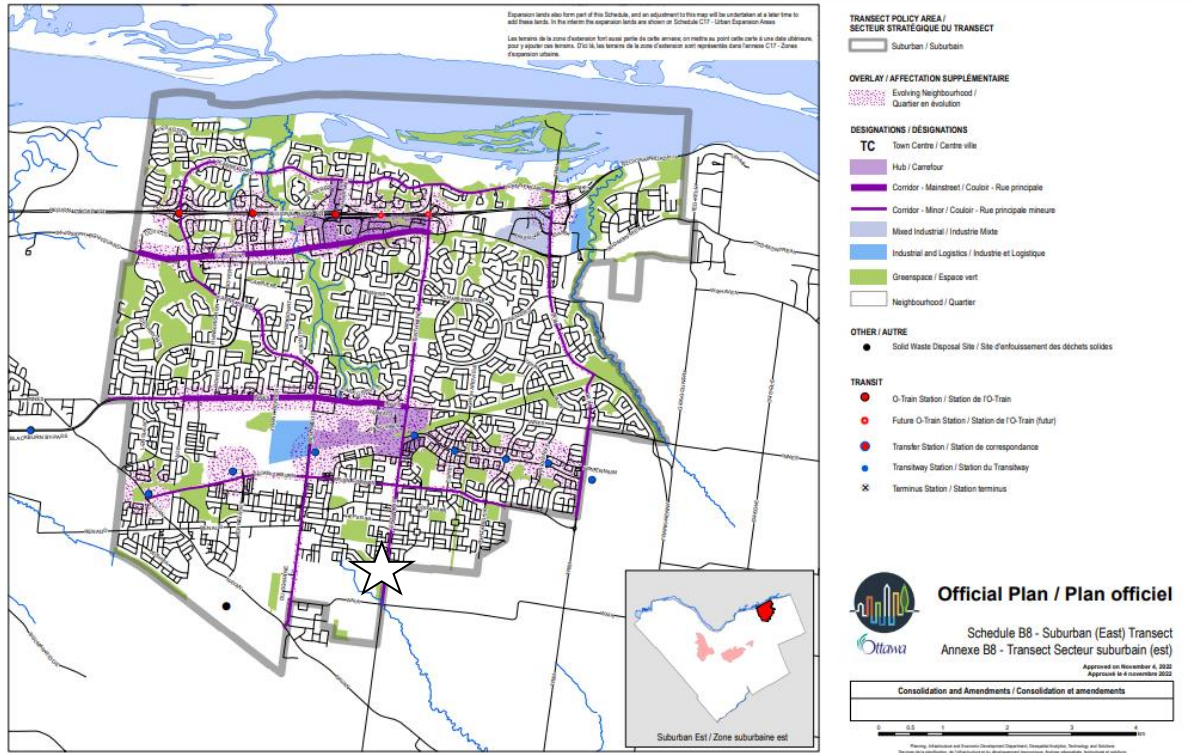


The Suburban Transect policies effectively provide high level guidance on how these lands are to be developed following the principles identified below per section 5.4 of the new Official Plan:

- 1) Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- 2) Enhance mobility options and street connectivity in the Suburban Transect
- 3) Provide direction to the Hubs and Corridors located within the Suburban Transect
- 4) Provide direction for new development in the Suburban Transect
- 5) Provide direction to Neighbourhoods located within the Suburban Transect

According to Schedule B8 Suburban (East) Transect (see Figure 10), the subject property is designated ‘Neighbourhood’

Figure 10: City of Ottawa New Official Plan Schedule B8



TRANSECT POLICY AREA / SECTEUR STRATÉGIQUE DU TRANSECT

Suburban / Suburbain

OVERLAY / AFFECTATION SUPPLÉMENTAIRE

Evolving Neighbourhood / Quartier en évolution

DESIGNATIONS / DÉSIGNATIONS

- TC** Town Centre / Centre ville
- Hub / Carrefour
 - Corridor - Mainstreet / Couloir - Rue principale
 - Corridor - Minor / Couloir - Rue principale mineure
 - Mixed Industrial / Industrie Mixte
 - Industrial and Logistics / Industrie et Logistique
 - Greenspace / Espace vert
 - Neighbourhood / Quartier

Policy 6.3.1 4) e) appears to permit an elementary school to be located in the Neighbourhood designation as indicated in the extract below:

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan

4) The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

e) Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and

As important, the new Official Plan includes specific guidance for new schools. As indicated in policy 4.10.1, below ‘primary schools...shall be permitted in all Urban designations...’

4.10.1 Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design

1) Primary and secondary schools shall be permitted in all Urban designations, within Villages and on a site-specific basis where appropriate in the Rural Transect. They are not permitted in the Industrial and Logistics designation, in Significant Wetlands, in Natural Environment Areas, in Urban Natural Features or in land that has been acquired through parkland dedication.

3.2 Mer Bleue Urban Expansion Area 10 Community Design Plan

The subject property is located on lands designated ‘High Density Residential’ per the Land Use Plan found in the Mer Bleue Urban Expansion Area 10 Community Design Plan. See Figure 11. Relevant policies are identified in sections 3.4 and 3.5 of the Community Design Plan as shown below.

Figure 11: Mer Bleue Urban Expansion Area 10 Community Design Plan Land Use Plan



FIGURE 3: Land Use Plan

Mer Bleue Urban Expansion Area COMMUNITY DESIGN PLAN

3.4 USES PERMITTED IN ALL LAND USE CATEGORIES

The following uses shall be permitted in all land use categories contained within the Mer Bleue Expansion Area:

- Day care facilities may be permitted in all land use categories. Such uses should be considered for locations along arterial or collector streets; provide adequate and appropriate outdoor play space; and, shall be subject to the design guidelines;
- Public parks;
- Libraries;
- Diplomatic missions; and,
- Public utilities/infrastructure and wireless telecommunications infrastructure.

3.5 USES PERMITTED IN ALL RESIDENTIAL CATEGORIES

The Official Plan establishes a range of uses that are permitted in all residential areas, including:

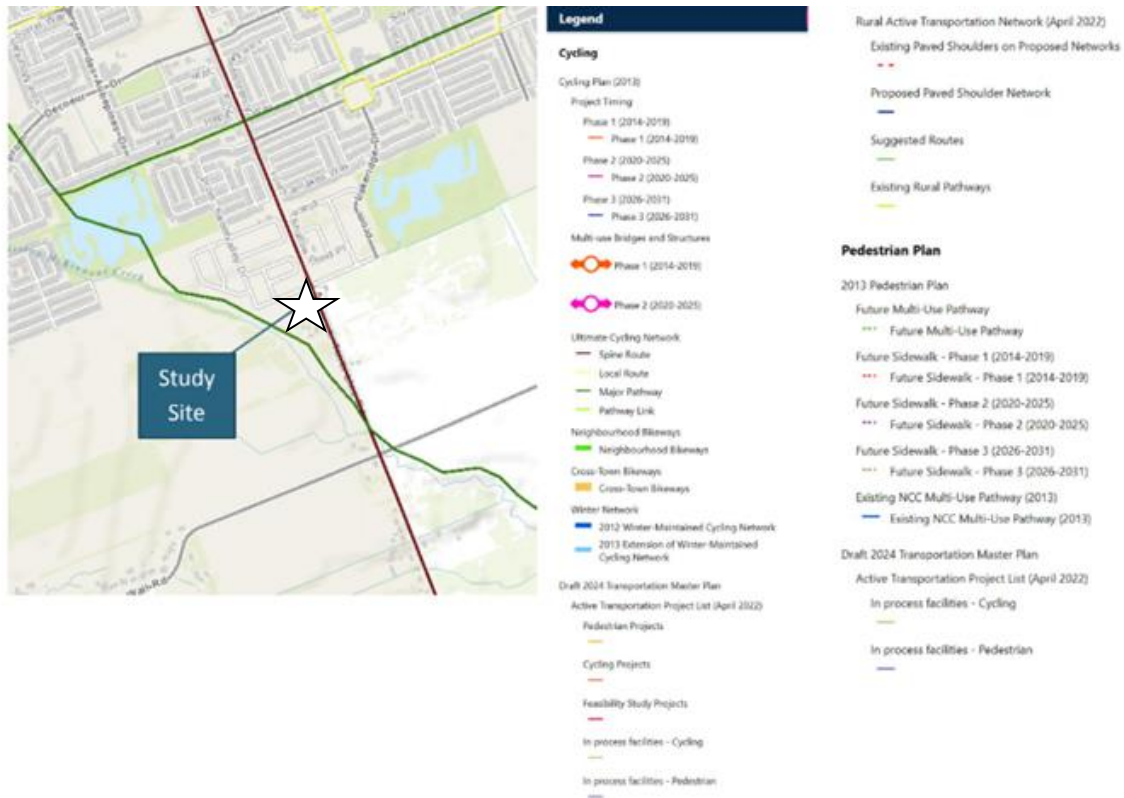
- Small-scale retail stores to provide convenience services and shopping within walking distance of those living and/or working within the Community;
- Group homes;
- Retirement homes;
- Care facilities;
- Home-based businesses;
- Home-based day care;
- Bed and breakfast establishments are permitted in Low Density Residential areas; and,
- Places of worship may be permitted in all Residential land use categories. Such uses should be considered for locations along arterial or collector streets and shall be subject to the design guidelines.

According to sections 3.4 and 3.5 of the Mer Bleue Urban Expansion Area 10 Community Design Plan, while a variety of institutional uses are permitted in all land use categories including residential categories, a school is not expressly identified as permitted. Instead, the Community Design Plan indicates where schools are intended to be located under the category ‘Elementary School(ES)/Secondary School (SS)’ on the Land Use Plan. Accordingly, it would appear that an amendemnt to the Community Design Plan may be required to redesignated the subject property from ‘High Density Residential’ to Elementary School(ES)/Secondary School (SS) .

3.3 Geo Ottawa

According to the Pedestrian Plan tab on the City’s Geo Ottawa website, a pedestrian pathway is contemplated for the east side of McKinnon’s Creek as shown on Figure 12.

Figure 12: Geo Ottawa Pedestrian Plan



Source: geoOttawa, accessed February 12, 2023

3.4 Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the subject property (along with abutting lands) is currently zoned RU Rural Countryside Zone. See Figure 13.

Figure 13: City of Ottawa Zoning By-law 2008-250



The following is an excerpt from Zoning By-law 2008-250 describes the purpose of this zone.

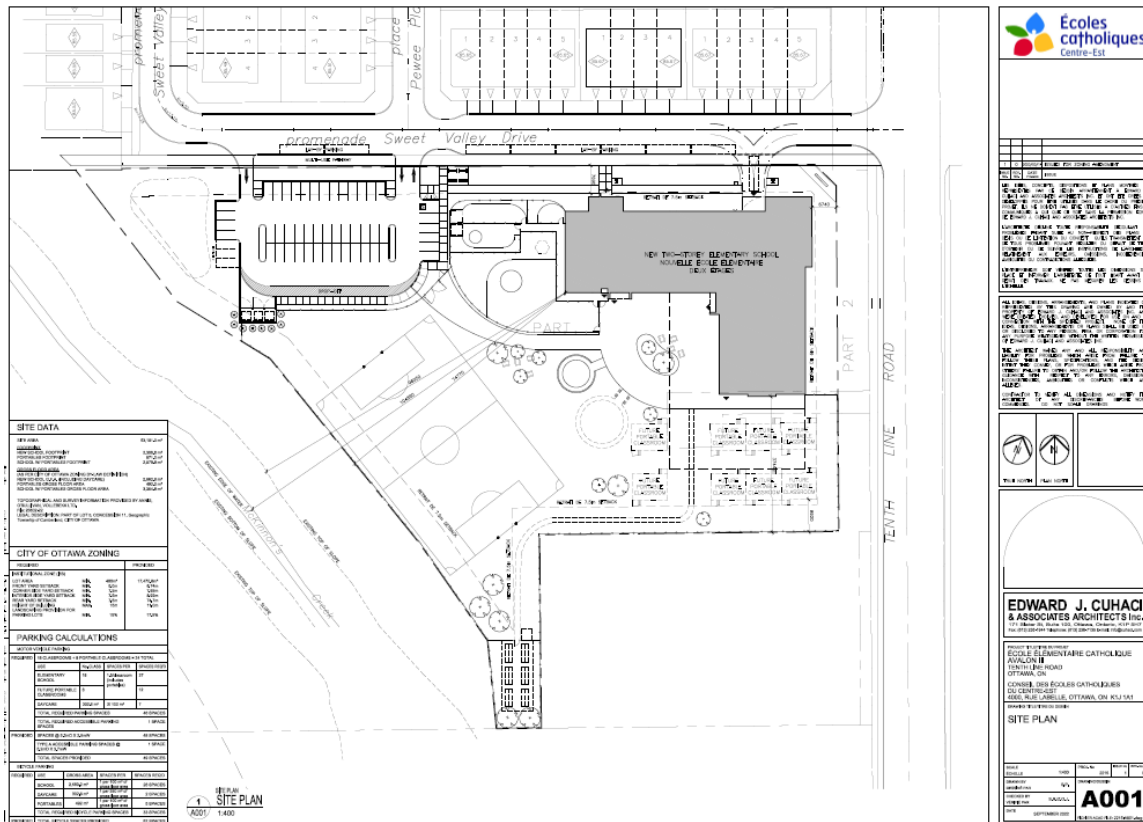
The purpose of the RU – Rural Countryside Zone is to:

- (1) accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa's countryside, in areas designated as **General Rural Area, Rural Natural Features and Greenbelt Rural** in the Official Plan;
- (2) recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and
- (3) regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.

4. Proposal and Required Approvals

The proposed site plan (see Figure 14) dated March 14, 2023 calls for the elementary school to be accommodated in an L shape building oriented towards the intersection of Sweet Valley Drive and Tenth Line Road. The school will also include a daycare, community program room, gymnasium, library, 17 classrooms, and a special education center. The 2 storey building will be accessed by pedestrians via the Multi Use pathway proposed along the south side of Sweet Valley Drive and a sidewalk contemplated along the west side of Tenth Line Road. Vehicular access to the site is intended to be provided off Sweet Valley Drive as shown on the site plan. The parking lot, to accommodate 49 vehicles is proposed to be located to the west of the building. Other proposed site development features include: a lay by lane parking within the Sweet Valley Drive road allowance to accommodate school buses for student drop off and pick up, a soccer field west of the school and an area for portables on the south side of the school as shown .

Figure 14: Proposed Site Plan



The school day will begin at 8:25 AM and end at 3:10 PM. The school anticipates accommodating 412 students, along with 8 portables and approximately 40 staff members. With the addition of the portables, the school will have space for a total of 604 students.

In order to accommodate this proposal, the following approvals are understood will be required:

- a) an amendemnt to the Community Design Plan may be required to redesignated the subject property to Elementary School(ES)/Secondary School (SS)
- b) a Zoning Bylaw Amendment will be required to change the subject property's zoning from to RU Rural Countryside Zone to I1B. (Minor Institutional Zone) At this time, the proposed site plan appears to conform to the applicable standards of the I1B zone and other relevant performance standards of Zoning Bylaw 2008-250 as indicated in Appendix A. (Note: additional zoning amendments may be required should site plan revisions trigger a need for such).

5. Supporting Documents and Key Findings

Phase Two Environmental Site Assessment, EXP Services Inc. March 2023

This report concludes as follows: *It is EXP's opinion that none of the PCA that were identified in the Phase One ESA have adversely affected the property. No further environmental investigations are deemed to be warranted. The Qualified Person can confirm that the Phase Two Environmental Site Assessment was conducted per the requirements of Ontario Regulation 153/04, as amended, and in accordance with generally accepted professional practices.*

Geotechnical Investigation, EXP Services Inc. March 2023

This report concludes as follows: *Based on a review of the engineering properties of the existing on-site fill and clay in conjunction with the recommended bearing pressure at serviceability limit state (SLS) for foundations presented in Section 8 of the report, it is considered that the existing grades at the site should not be raised. Based on a review of the borehole information and laboratory test results, it is considered feasible to support the proposed school building on strip and spread square footings founded on the native upper desiccated brown clay crust or engineered fill provided that the conditions listed in Section 8.1 of the report are satisfied. If these conditions cannot be satisfied, the proposed structure should be founded on piles. Assuming that the conditions listed in Section 8.1 can be satisfied, the structure may be founded on spread and strip footings using Serviceability Limit State (SLS) bearing pressure of 60 kPa and factored geotechnical*

resistance of 75 kPa. The maximum width of the strip footing should be limited to 1.0 m and that of the square footings 3 m by 3 m. The settlements of the structure under the recommended design loads are expected to be close to 25 mm total and 19 mm differential.

Functional Servicing Report, wsp March 2023

This report concludes as follows: The preliminary water demand was calculated as 1.55 L/s peak hour domestic demand and 133 L/s max day plus fire flow. Per coordination with the City for the supply watermain boundary conditions, a 203mm watermain stub from Sweetvalley Drive, it was confirmed the existing system has sufficient capacity to supply the domestic and fire demands within system pressure limits.

The preliminary sanitary sewer demand was calculated as 0.86 L/s peak demand. A downstream capacity check has been completed, the downstream system has sufficient capacity to receive the proposed demand.

The site will be required by the City to limit the discharge rate of the stormwater to the pre-development 5yr storm rate, storing the stormwater up to the post-development 100yr storm. Preliminary estimates of the runoff rates lead to an approximate maximum site discharge rate of 250.96 L/s, with a required storage for approximately 261.60 m³. Therefore, it is confirmed the existing infrastructure is sufficient to support the proposed development. It should be noted that all demand calculations are estimates based on conceptual architectural plans and are subject to change during the design phase.

Transportation Impact Assessment, Dillion Consulting March 2023

This report concludes as follows: During the weekday AM and PM peak periods, the school driveways are anticipated to operate at LOS A with minimal delay. The driveways should operate under stop-control at the driveway, and a formal stop sign may be provided if needed. The unsignalized intersections within the study area are projected to operate at an acceptable LOS for the 2030 future horizon year.

Environmental Impact Study, Kilgour & ASSOCIATES LTD. March 2023

This report concludes as follows: It is our professional opinion that the proposed development will have no significant negative impacts on natural heritage features or their ecological functions if all mitigation measures provided within this report are followed.

6. Planning Rationale

6.1 Conformance to the new City of Ottawa Official Plan

The new Official Plan includes a specific set of planning and design policies in section 4.10 directed at ‘School Facilities’. The following provides a commentary on how the proposal before you complies with these policies.

Section 4.10.1 entitled ‘Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design’ includes the following policies:

School buildings shall be sited in a compact and land-efficient manner. School sites shall prioritize safe, sustainable, active transportation mobility choices including walking and cycling as the primary means of travel to and from school. This includes:

- a) *Provision of safe walking and cycling routes to schools through transportation, land-use and design decisions, with a focus on pedestrian priority designs within the school walk zone;*

Comment: The school will be accessed by pedestrians via the multi use pathway proposed along the south side of Sweet Valley Drive which in turn will connect to the multi use pathway planned for the east side of McKinnon’s Creek; a sidewalk is also contemplated along the west side of Tenth Line Road adjacent to the property.

- b) *Implementation of traffic calming measures along walking routes to school to reduce traffic speeds without the need for enforcement, increasing the visibility of children and youth at intersections and providing safe intersection crossings that prioritize pedestrians.*

Comment: To ensure the safe transportation of school children, a lay by parking lane within the Sweet Valley Drive road allowance is proposed to accommodate school buses for student drop off and pick up.

- c) *Ensuring where possible that local roads are designed and posted for low operating speeds. Opportunities to further reduce vehicle speed may be explored for all roads within 400m walking distance of school sites;*

Comment: Transportation for the students will be provided by school buses, and a lay-by parking lane along Sweet Valley Drive which is understood to be a local street per Schedule C4 of the Official Plan.

- d) *Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;*

Comment: The proposed school, while located on the edge of this new neighborhood, will be well served by roads, sidewalks and a multi use recreational pathway.

- e) *Providing sufficient, visible, shaded, secure and where possible, covered bicycle parking facilities;*
Comment: See site plan for bicycle parking facilities.
- f) *Designing parking facilities, where provided, in accordance with transect area policies, and generally, internalized and located away from street frontages;*
Comment: The proposed parking lot will be located west of the proposed school and is to be buffered with landscaping adjacent to Sweet Valley Drive.
- 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;*
Comment: The property in question will front onto Tenth Line Road which, in turn, will provide pedestrian access to the school and Sweet Valley Drive which will provide all vehicular access to the school site.
- h) *Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and*
Comment: Consistent with this policy, public transportation will be provided by school buses utilizing a lay-by parking lane to be located on the south side of Sweet Valley Drive.
- 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. School bus lay-bys and PPDOs should be located on separate frontages, with visually contrasting materials or colours. In the Downtown Core and Inner Urban Transects, wherever possible, school bus lay-bys and PPDOs should maintain regular curb locations rather than widening the roadway*
Comment: Consistent with this policy, public transportation will be provided by school buses utilizing a lay-by parking lane to be located on the south side of Sweet Valley Drive.

Section 4.10.2 entitled ‘Locate schools and other neighborhood uses close together to provide convenient access to residents’ provides additional guidance on site plan matters for schools as follows:

- 1) *School design shall make efficient use of land by giving first preference to multi-storey school buildings where possible, and minimizing setbacks.*
Comment: The proposed school is intended to be 2 stories in height and will be sited adjacent to the 2 public streets consistent with the setback requirements of the Institutional Zone being applied for.

- 2) *Schools should generally co-locate compatible land uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The following shall apply within a site identified for a school:*
- a) *Allow a variety of complementary land-uses if a school site is new or part of a Secondary Plan. The Zoning By-law shall allow permitted uses on school sites to include: residential; licensed child-care centres; small scale commercial and other community-serving uses;*
Comment: This policy is directed at secondary schools; the proposal before you calls for an elementary school.
- b) *Where a school board has confirmed that it does not have an interest in a site that has been identified for it, a variety of alternate uses may be developed, including residential;*
Comment: Noted.
- c) *Where the opportunity permits, the City may consider an agreement with the school board for a facility partnership. This may include a school board or boards and the City entering into an agreement for shared recreation amenities in parks, where appropriate; and*
Comment: Noted.
- d) *Nothing in this section will exempt development from parkland dedication requirements.*
Comment: Noted.
- 3) *Where a school is identified as a candidate for closure, the City shall work with the school board, the community, the private sector and other interested parties to investigate means to retain the school building for public purposes and retain the school grounds for a park, either in whole or in part.*
Comment: Noted.
- 4) *The design of outdoor children's play areas should align with Subsection 4.6.4, Policy 4).*
Policy 4.6.4.4) states as follows: To mitigate health risks associated with air pollution caused by traffic, outdoor children's play areas associated with a child care facility, school or park (excluding sportsfields) should avoid locations adjacent to an Arterial Road, Provincial Highway or City Freeway as identified on Schedule C4. Where no alternatives exist, an opaque screen or a landscape buffer that consists of a contiguous row of shrubs and trees, or a hedge will be required between the play area and the street.
Comment: While the property is adjacent to an arterial road, the recreational amenity area is proposed to be located on the western portion of the site with the

school building serving as a buffer between the arterial road and said recreational amenity area.

Section 4.10.3 entitled ‘Make trees an important component of a school’s outdoor space’ includes the following policies:

- 1) *School site design shall incorporate new tree planting, as well as the conservation of existing trees where possible.*

Comment: The proposed landscape plan will address this requirement.

- 2) *Woodlots, stands of trees or clusters of newly planted trees, should be incorporated into functional spaces (e.g. natural play areas or outdoor classrooms) either on site or through a pathway connection to adjacent sites, where appropriate and feasible*

Comment: There is no such feature on the property.

6.2 Conformance to the Mer Bleue Urban Expansion Area 10 Community Design Plan

As indicated above it would appear that an amendent to the Community Design Plan may be required to redesignated the subject property from ‘High Density Residential’ to Elementary School(ES)/Secondary School (SS) . That said, the following section examines how the proposal complies with identified relevant policies of section 3.8.3 of the said Community Design Plan.

The precise location and required configuration (size, number of street frontages, etc.) of each school site parcel shall be determined through the approval of Plans of Subdivision.

Comment: While the intent to create the parcel via severance, the current owners of the land, Claridge, have applied for a plan of subdivision for their holdings in this area, including the subject property.

In accordance with the City’s BBSS, school sites are to be planned as part of the overall street and block pattern to maximize interaction with the greenspace system. And accordingly, elementary schools and neighbourhood parks are planned to be co-located where feasible, to allow for more efficient use of the land base and to allow for joint use of recreation facilities.

Comment: Interaction with the greenspace system, in this case, can be achieved given the subject property’s location adjacent to McKinnon’s Creek which is a designated ‘Open Space ‘ corridor in the Mer Bleue Urban Expansion Area 10 Community Design Plan. To this end, per Policy 3.8 5 the site plan process will

provide an opportunity to accommodate a connection to the planned recreational pathway along McKinnon's Creek.

7. Conclusion

The proposed use of land complies with the the new City of Ottawa Official Plan per policy 4.10.1 which states that 'primary schools...shall be permitted in all Urban designations...'. In additon, the proposed site plan appears to comply with the various planning and design policies of section 4.10 relating to 'School Facilities' as discussed in this report.

With respect to the Mer Bleue Urban Expansion Area 10 Community Design Plan, it would appear that an amendemnt to this Community Design Plan may be required to redesignated the subject property from 'High Density Residential' to Elementary School(ES)/Secondary School (SS) .

A Zoning Bylaw Amendment will be required to change the subject property's zoning from to RU to I1B. At this time, the proposed site plan appears to conform to the applicable standards of the I1B zone and other relevant performance standards of Zoning Bylaw 2008-250 as indicated in Appendix A. (Note: Notwithstanding the above, additional zoning amendments may be required should site plan revisions trigger a need for such).

Appendix A: Zoning Compliance Chart

Appendix A: Zoning Compliance Chart		
Proposal Statistics:		Assumed Yard Locations
Building School GFA: 2,560.2 sq. m		Front: Tenth Line
Day Care: 302.6 sq. m.		Corner Side : Sweet Valley Drive
Portables: 492 sq. m		Interior Side: South Property Line
Total GFA: 3,354.8		Rear: McKinnon's Creek
	City of Ottawa Zoning By-Law	Shown on Site Plan
Assuming I1B zone		
Section 69		
Setbacks from Watercourses		
...30 m to the normal high-water mark of any watercourse or waterbody , or	30 m from high water mark	compliant: building more than 30 m from high water mark
...15 m to the top of the bank of any watercourse or waterbody , whichever is the greater	15 m from top of bank	compliant: building more than m from top of bank
Table 101		
Minimum Parking		Compliant (required 46, provided
... per classroom	1.5 per classroom(26 classrooms* 1.5= 39
...for day care	2 per 100 sq. m	302.6 sq. m/100* 2= 7
Section 106		
Parking Space provisions	2.6 by 5.2	Compliant: 48 spaces @ 2.6*5.2m 1 accessible space : 3.7*5.2 m
Section 107		
Aisles and Drve way provisions		
...one way min. width	3m	3.6m
...two way min. width	6m	6.7m
Section 110		
Minumum Landscaping in Parking (%)	15	17.5
Min. Width of Landscape Buffer of a parking Lot		
...abutting a street	3m	3.9m
...not abuting a street	1.5m	13.8m
Table 111A Bicycle parking Space Rates		Compliant : 33 required 62
...school and portables	1 per 100 m2 gfa	3052.2/100* 1= 31
...day care	1 per 250 m2 gfa	302.6/250* 1= 2
Table 170A I1B Subzone Abutting a Residential Zone in Area C		
Minium Lot Width (m)	30	102.6
Minimum Lot Area (m²)	1000	17470.8 (excluding Tenth Line widening)
Minimum Front Yard Setback (m)	6	6.6
Minimum Rear Yard Setback (m)	7.5	74.7
Minimum Interior Side Yard Setback (m)	7.5	8.9
Minimum Corner Side Yard Setback (m)	7.5	7.68
Maximum Height (m)	18	11