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349 Olmstead Street, Ottawa

Planning Rationale
Minor Zoning By-law Amendment + Site Plan Control
October 9, 2026

FOTENN

Prepared for Conseil des écoles catholique du Centre-Est (CECCE)

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained to assist Conseil des écoles catholiques du Centre-Est (CECCE) (the "Owner") to prepare this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control application for the lands municipally known as 349 Olmstead Street (the "subject property") in Ottawa.

1.1 Application Overview

The CECCE is proposing the construction of an inflatable structure dome housing various sports fields on the property of the existing Horizon-Jeunesse French Catholic Elementary School. The proposed will require relief from the City of Ottawa Comprehensive Zoning By-law 2026-50. This application is requesting an amendment to firstly, i**ncrease the permitted height of the site to 22 metres**. This is to accommodate the distance from the ground level to the maximum point of the apex of the dome. Secondly, an amendment to **reduce both the required number of short-term bicycle parking spaces and loading spaces** which result from the increase in GFA.

The proposed development will result in changes to the existing outdoor field area of the school. The inflatable dome structure is not a seasonal structure, but a permanent structure that will cover artificial playing fields to be used as part of school programing. As with other school facilities, the new dome will be able to be used by other organizations when not conflicting with the schools' need for the space. Outside use will be obtained through agreement with the CECCE.

2.0
Subject Property and Surrounding Context

The subject property, municipally known as 349 Olmstead Street, is located in Ward 12 (Rideau-Vanier) in the City of Ottawa. The subject property fronts onto three (3) municipal roads, McArthur Avenue, to the south, Olmstead Street, to the west, and Jeanne-Mance Street, to the north. The subject property is irregularly shaped and has a cumulative area of 5.62 hectares.

The subject property is owned by the Conseil des écoles catholiques du Centre-Est (CECCE) and currently accommodates the Horizon-Jeunesse French Catholic Elementary School campus, with associated surface parking as well as a playground and outdoor sports fields. Vehicle access to the subject property is provided along Olmstead Street and McArthur Avenue.



Figure 1: Subject Property with the Development Area for the Dome Identified.

2.1 Surrounding Area

The surrounding area is generally characterized by urban land uses described as follows:

- **North**: Low-rise residential dwellings and institutional uses to the north of the subject property are separated by Jeanne Mance Street. Additional low-rise, residential dwellings directly abut the subject property at the northeast corner, adjacent to the development area.
- **East**: The subject property abuts low-rise (3 storey) apartment buildings to the east which front onto Lacasse Avenue.
- **South**: Existing low-rise residential dwellings and commercial buildings abut the subject property to the southeast. The planned context of these properties is for mixed-use development along the mainstreet corridor, with permitted heights of up to 20 metres, approximately six (6) to seven (7) storeys. South of McArthur Avenue are low-rise commercial and office buildings with associated surface parking.

- **West**: The subject property is separated from a mix of low rise, residential and commercial uses by Olmstead Street.

2.2 Transportation Network

2.2.1 Road Network

The subject property has three frontages, McArthur Avenue, which is an Arterial Road, Olmstead Streets, a Collector Road, and Jeanne Mance, a Local Road as identified on Schedule C4 – Urban Road Network, City of Ottawa Official Plan (Figure 2).



Figure 2: Excerpt of Schedule C4 – Urban Road Network, City of Ottawa Official Plan

2.2.2 Active Transportation Network

While the subject property does not abut a Major Pathway, existing parking-protected bike lanes run along McArthur Avenue between North River Road and St Laurent Boulevard, providing connectivity to both the urban and rural major pathways within the City. Sidewalks are present on both sides of McArthur Avenue and Olmstead Street along with the south side of Jeanne-Mance Street abutting the school property line.

2.2.3 Transit Network

McArthur Avenue is a designated Transit Priority Corridor in Schedule C2 of the City of Ottawa's Official Plan (Figure 3). These are roadways equipped with dedicated bus lanes and special traffic rules designed to help buses bypass traffic congestion and move faster. Existing transit stops are situated along the McArthur Avenue and Olmstead Street frontages servicing OC Transpo Routes 14 and 19. Currently Route 14 connects key locations between Tunney's Pasture and St. Laurent Stations and Route 19 provides local service that runs frequently across the City from Parliament and Rideau stations and connects to the O-Train Line 1 at Hurdman Station.

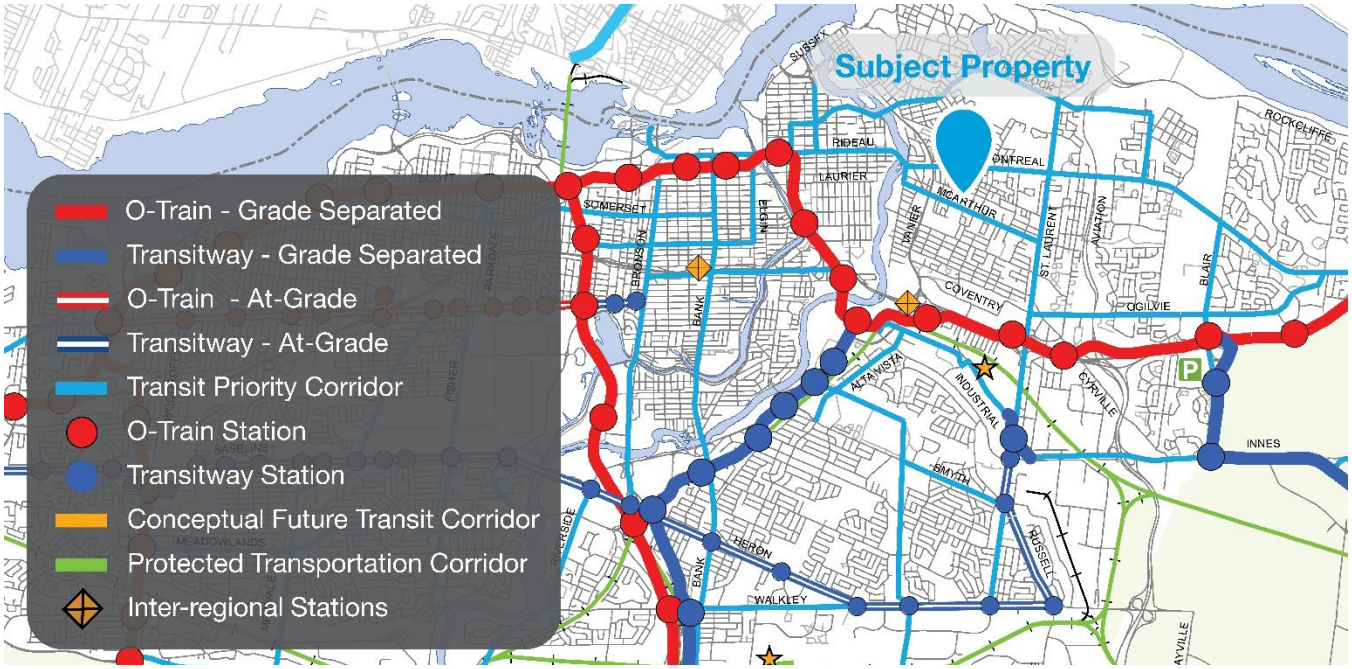


Figure 3: Excerpt Schedule C2 - Transit Network, Ultimate, City of Ottawa Official Plan

3.0
Proposed Development

3.1 Overview

The Client is looking to develop the subject property with a 22-metre-high inflatable structure dome housing various sports fields. These indoors fields will have a floor area of 8,949.5 square metres.

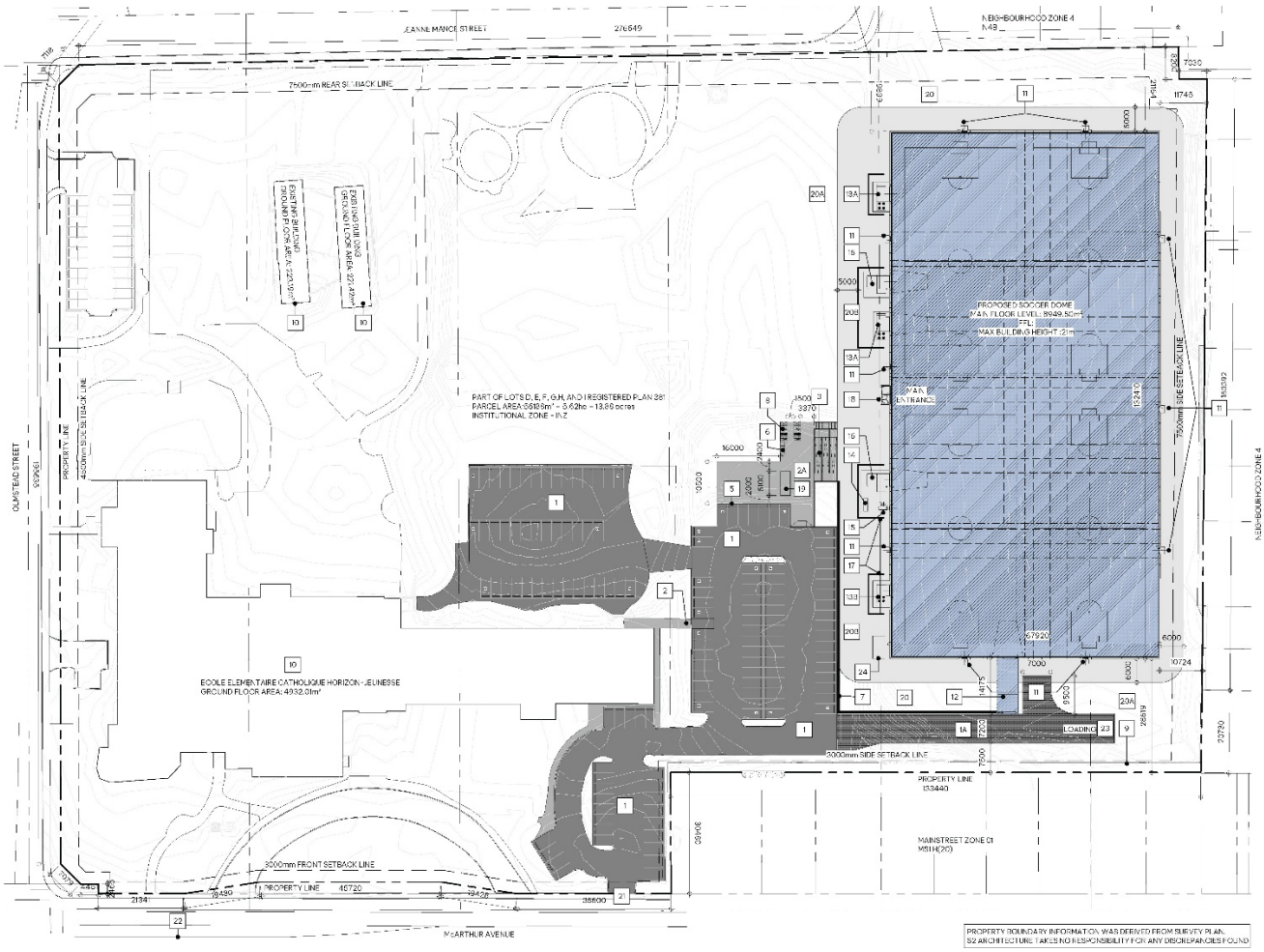


Figure 4: Site Plan, prepared by S2 Architecture

The proposed development is located on the east of the subject property as shown in Figure 4. This area is currently a grassed field.

The main entrance to the new structure will be along the west side. The proposed development will not result in any additional vehicle parking spaces; however, a paved access lane is required in the southeast portion of the lot. This extension from an existing parking area will lead to a new loading area located close to the vehicle airlock entrance. In addition to any already existing bicycle parking spaces, 16 new short-term spaces are proposed close to the dome's main entrance.

The 8,949.5 square metre dome is sized to accommodate four (4) enclosed soccer fields. Bathroom facilities will be provided by portable units located on-site outside of the dome itself by the main entrance. This structure will not be directly connected to the wastewater or water services.

4.0 Policy and Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (PPS), issued under Section 3 of the *Planning Act,* came into effect October 20, 2024, replacing the Provincial Policy Statement (2020). It provides policy direction on matters of provincial interest related to land use and development. The *Planning Act* requires that decisions affecting planning matters "be consistent with" policy statements issued under the *Act*.

The PPS sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities[1] are readily available to avoid unjustified and uneconomic expansions. The policies of the PPS that are relevant to these applications follows:

In the PPS, the subject property is considered a public service facility.

2.1 Planning for People and Homes

6. Planning authorities should support the achievement of complete communities by:
    a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
    a. support the achievement of compact, transit-supportive, and complete communities;
    b. incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
    e. e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

3.1 General Policies for Infrastructure and Public Service Facilities

1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.
4. Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

1 Public service facilities: means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.

a. accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:

    a. Planning public streets, spaces, and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

The proposed addition to the Horizon-Jeunesse Elementary School will benefit students and contribute to creating a complete community by expanding the utilization of a public service facility in a cost-effective way. Additional space for recreational activities will be provided in proximity to modes of active transportation. An enclosed space will also provide an area that is resilient to weather events associated with climate change. The proposed expansion to this public service facility is being done where service infrastructure exists and can accommodate the proposed use without expansion to the municipal sewage and water systems. The proposed recreational facility is designed to be accessible, fostering social interaction for all members off the community.

4.2 Official Plan (2022, as amended)

The City of Ottawa Official Plan received approval from the Minister of Municipal Affairs and Housing on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Direction

Section 2 of the Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

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

The proposed development generally supports the "Big Moves" by optimizing the useability of a property in proximity to sustainable modes of transportation. The placement of the addition considered the surrounding context and any urban design implications on the public realm. The additional will also expand the school's year-round recreation capacity, thus improving resiliency related to weather. By leasing the space, the school board can facilitate daytime and evening economic development while encouraging social interaction and contributing to a more vibrant and inclusive urban neighbourhood.

4.2.2 Cross Cutting Issues

Section 2.2. of the Official Plan establishes cross-cutting issues, some of which require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six (6) cross-cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan.

Healthy and Inclusive Communities (Section 2.2.4) is one of these. The Official Plan provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Policy 1of this section encourages development of healthy walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities by bringing destinations closer together, facilitating healthy choices that promote social and physical health

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusions and well-being. The Official Plan intends to achieve this by ensuring spaces and places exists for social, creative, and cultural activities to be enjoyed by all residents.

Here, Policy Intent 1 encourages the co-location of sporting and recreational activities to promote vibrant and liveable 15-minute neighbourhoods.

The proposed development supports the development of healthy and inclusive communities and growth of 15-minute communities by expanding recreational capacity on publicly owned lands in proximity to active modes of transportation, including transit thus making social and physical health more accessible.

4.2.3 Urban Design

Urban design is the process of giving form and context to the City. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change.

The applicable policies of Section 4.6 for the proposed development are outlined as follows:

- Policy 5 of Section 4.6.1 states that development and capital projects within Design Priority Areas shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
    a. The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
    b. Lighting that is context appropriate and in accordance with applicable standards and guidelines; and;
    c. Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.
- Policy 2 of Section 4.6.5 – Development in Hubs and Corridors shall respond to context, transect area and overlay policies. The development shall generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- Policy 3 of Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

- Policy 4 of Section 4.6.5 states that development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable, and inclusive environment.
- Policy 2 of Section 4.6.6 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

While not a typical building the inflatable dome structure proposed considered the elements of urban design in the layout and architecture. Four-season comfort was considered by setting aside space for snow storage as it falls from the dome. The entrance and parking lots will be lit, however surrounding residential uses will be protected from light-spillover. The new structure is "tucked" into the eastern portion of the lot where views from neighbouring streets are minimized. The setbacks provided to adjacent property lines go beyond the minimum requirements provided added porosity to the site. The equipment required to operate the inflatable dome are shielded, minimizing and visual impacts associated with these utilitarian needs. With no changes to the vehicle access points from the sidewalk, conflicts between vehicles and pedestrians will remain unchanged. Accessibility has been considered in the design with space allocated for ramps and access. Specifically related to height, the shape of the dome aligns with the principles of meeting the 45 degree angular plane, providing an appropriate transition to the neighbouring lower height properties.

4.2.4 School Facilities

Schools are a building block for healthy, complete communities, providing a focus of community life. They are a key element of a healthy, walkable, 15-minute neighbourhood.

The applicable policies of Section 4.10 for the proposed development are outlined as follows:

- Policy 2 of Section 4.10.1 states that 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:
    e. Providing sufficient, visible, shaded, secure, and where possible, covered bicycle parking facilities.
- Policy 2 of Section 4.10.2 sates that 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 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.
- Policy 1 of 4.10.3 states that school site design shall incorporate new tree planting, as well as the conservation of existing trees where possible.

As an addition to an existing school the proposal meets the policies of this section by providing students, teachers and staff an additional 16 bicycle parking spaces, increasing the number of available spaces on site. The expansion of the recreational area is considered appropriate given the current use of the property. The new dome while fostering recreational activities for students will also have a direct benefit to the community when rented out to other organizations. While the proposed development will result in the removal of existing trees, compensation planting has been provided. The location of the enhanced landscaping will not interfere with the use of the remaining outdoor field space.

4.2.5 Inner Urban Transect

The Official Plan divides the City into six (6) concentric policy areas called Transects. Section 5 of the Official Plan describes transects as representing a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). The subject property is within the Inner Urban Transect policy area as identified on Schedule A of the Official Plan.

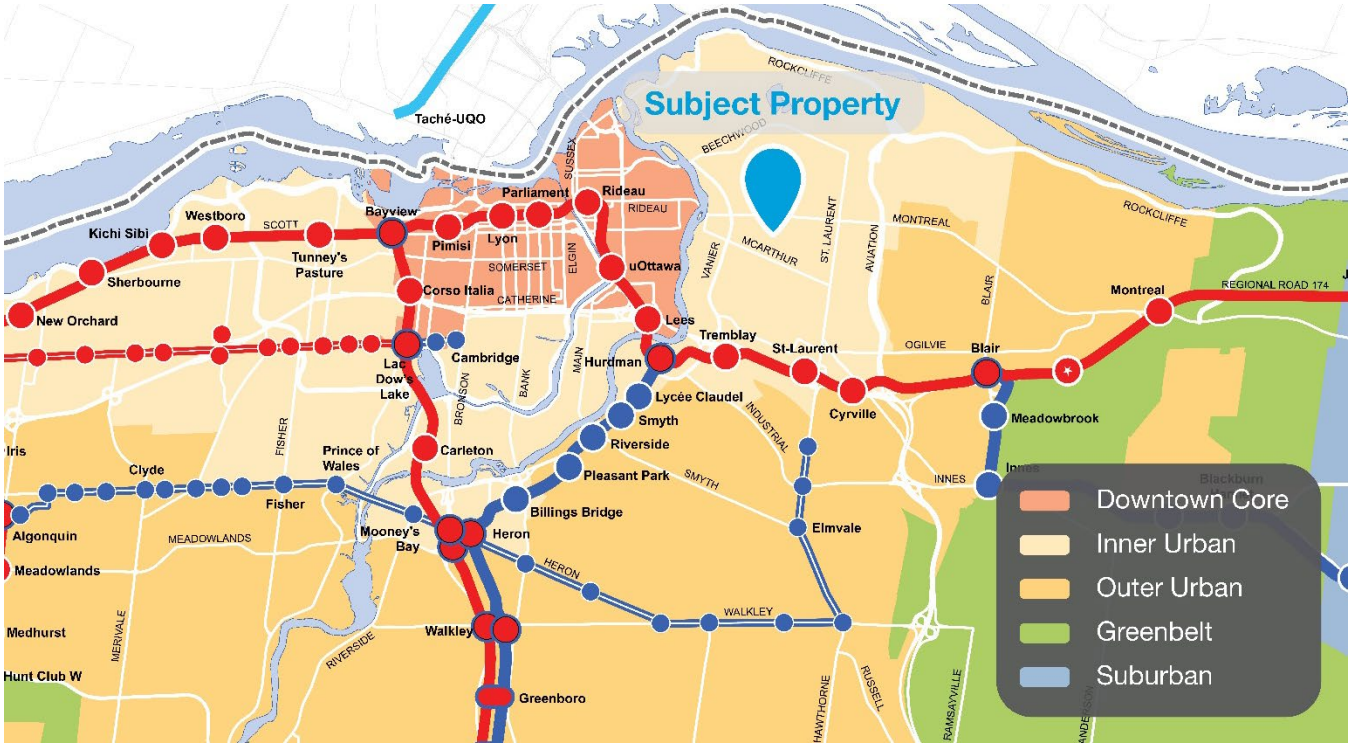


Figure 5: Excerpt of Schedule A, City of Ottawa Official Plan.

The Inner Urban Transect immediately surrounds the Downtown Core and comprises neighbourhoods that reflect both the urban built form and suburban characteristics as described the Official Plan.

The applicable policies of Section 5.2 for the proposed development are outlined as follows:

- Policy 4 of Section 5.2.1 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:
    a. Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods.
- Policy 5 of Section 5.2.1 emphasized urban development forms where either on-site parking is provided, or where parking is arranged on a common parking area, lot, or parking garage accessed by a common driveway.
    a. The privatization of curb space through increasing private approaches whereby on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposed for all users:
        i. Is generally discouraged.
    b. Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches.

/ Policy 2 of 5.2.3 permits building heights on along mainstreets, subject to appropriate height transitions, stepbacks, and angular planes, as follows:

b. Generally up to 9 storeys on sites that front onto segments of streets whose right-of-way is narrower than 30 metres.

The proposed addition is expanding a non-residential use along a Mainstreet Corridor, supporting the development of 15-minute neighbourhoods by increasing the capacity for recreational activities. This new structure will enhance school programing but also provide an opportunity to serve the immediate neighbourhood and surrounding area. The proposed development does not require any additional parking, eliminating the potential for impacts to the existing curb thus protecting the existing on-street parking. McArthur Avenue is designated Mainstreet in Schedule B2 and has a right-of-way protection of 22 metres per Schedule C16, which indicates the buildings generally up to 9 storeys are permitted. The proposed development, at a height of 22 metres, corresponds to a building height of 7-storeys at the apex, which is appropriate along the Mainstreet.

4.2.6 Mainstreet Corridor Designation

The subject property, located at the intersection of McArthur Avenue, a Mainstreet, and Olmstead Street, a Minor Corridor, is designated Mainstreet Corridor with an Evolving Neighborhood Overlay applicable to the subject property on Schedule B2 of the Official Plan (Figure 3).

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

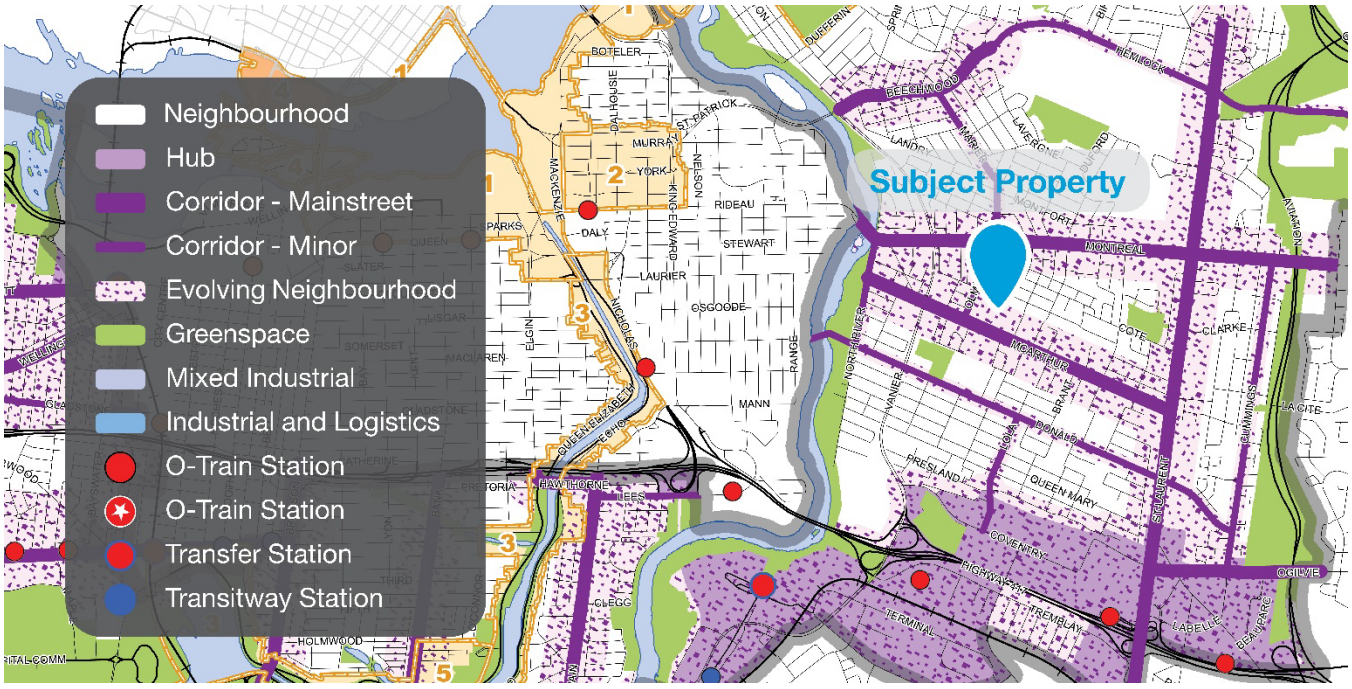


Figure 6: Excerpt of Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan.

The applicable policies of Section 6.2 for the proposed development are outlined as follows:

- Policy 1 of Section 6.2.1 states that corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

  a. Generally a maximum depth of:

    i) In the case of a Mainstreet Corridor, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;

- Policy 2 of Section 6.2.1 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

  d. Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare, or high levels of heavy truck traffic.

- Policy 3 of Section 6.2.1 permits residential uses and non-residential uses that integrate with a dense, mixed-use urban environment.

The entirety of the subject property is designated as Mainstreet Corridor as it is within 220 meters from the centreline of McArthur Avenue. The potential of nuisances this addition could cause has been evaluated in the accompanying reports. Where mitigation was recommended, the development incorporates those elements i.e. noise walls surrounding the domes mechanical systems. Further, the expanded school facility integrates well into the existing urban environment in an area planned for dense, mixed-use development of a mid-rise built form.

4.2.7 Evolving Neighbourhood Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation section of the Official Plan. The Evolving Neighbourhood Overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

While the Evolving Neighbourhood Overlay appears to apply to the subject property on Schedule B2 of the Official Plan, the Mainstreet Corridor designation applies to the entirety of the subject property due to the depth of the property being less than 220 metres. As such and in accordance with Policy 1 of Section 5.6.1 that states that the Evolving Neighbourhood Overlay applies to lands 150 metres from the boundary of a Hub or Mainstreet designation, the Evolving Neighbourhood Overlay policies do not apply to the subject property and proposed development.

4.3 Zoning By-law (2026-50)

In March 2026, the Council for the City of Ottawa approved Comprehensive Zoning By-law (2026-50) that replaced Comprehensive Zoning By-law (2008-250) and implemented the directions of the new Official Plan (2022). Several appeals were received, delaying the by-law coming into full force and effect. On July 2, 2026, the Ontario Land Tribunal declared all unappealed portions of the Zoning By-law are in full effect, back-dated to March 11, 2026. Per the order, all provisions applicable to the subject property and proposed development have come into effect, except for several provisions relating to parking lots. Seeing as this development is not proposing any changes to the existing parking lots these outstanding appeals have no barring on this application.

The subject property is zoned Institutional (INZ) in Comprehensive Zoning By-law 2026-50.

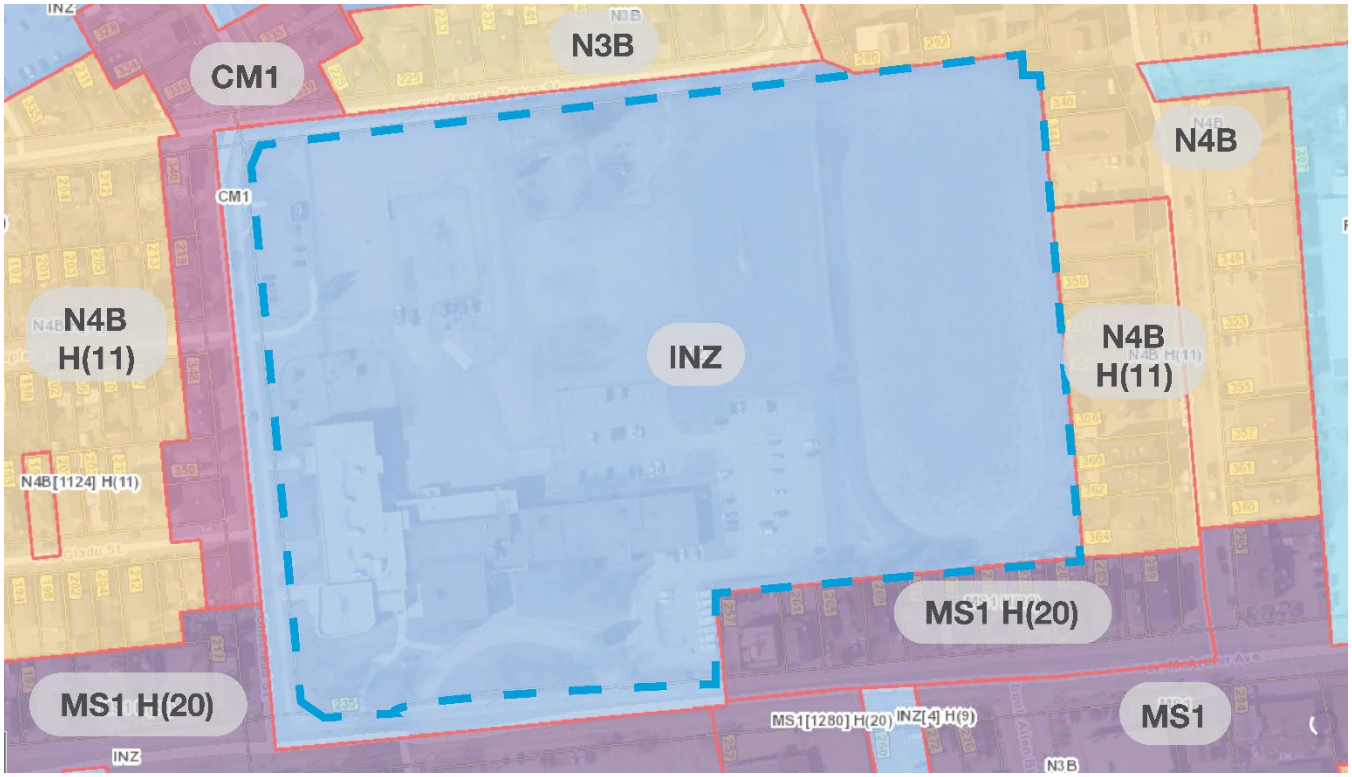


Figure 7: Excerpt of Zoning By-law 2026-50 Map, GeoOttawa

A range of non-residential uses are permitted in the INZ zone (By-law 2026-50) as follows:

- cemetery
- community centre
- day care
- emergency service
- funeral home
- government service centre
- instructional facility
- library
- medical facility
- museum
- place of assembly
- place of worship
- **recreation and athletic facility**
- residential care facility
- **school**
- sports arena

The zoning provisions applicable to the proposed development has been reviewed for zoning compliance in Table 1.

It should be noted that while “recreation and athletic facility” is a permitted use the following review was done considering the inflatable structure dome an accessory structure to the school. Understanding that in some instances, when the school is closed perhaps this new structure could be considered a separate primary use of a “recreation and athletic facility”, the amendment request aligns with that interpretation as well, ensuring compliance in either scenario.

Table 1: Zoning Compliance Table (Comprehensive Zoning By-law 2026-50)

Zoning Mechanism	Requirement (INZ)		Proposed	Compliance
Institutional Zone *Section 1101*				
Minimum Lot Area *Table 1101*	400 m^2		56,162 m^2	**Yes**
Minimum Lot Width *Table 1101*	15 metres		195.6 metres	**Yes**
Minimum Front Yard Setback ***McArther Avenue*** *Table 1101*	3 m		Existing condition: school building	**Yes**
Minimum Interior Side Yard Setback	**East - abutting N1-N6 zone**	Primary Use *Table 1101* 7.5 m	10.72 metres	**Yes**
		Accessory Structure *Section 202* 0.6m		
	South – all other cases	Primary Use *Table 1101* 3.0 m	28.9 metres	**Yes**
		Accessory Structure *Section 202* 0 m		
Minimum Rear Yard Setback ***Jeanne Mance Street***	**All other cases**	Primary Use *Table 1101* 4.5 m	19.9 m	**Yes**
		Accessory Structure *Section 202* 0 m		
Minimum Exterior Yard Setback ***Olmstead Street*** *Table 1101*	4.5 metres		Existing condition: school building	**Yes**
Maximum Building Height	*Primary Use - Recreation and athletic facility* *Table 1101* 15 m		22 m	**No**
	Accessory Structure - School *Section 202* 6 m			**No**
Parking Provisions are not summarized as no additional parking is required and layout of existing parking lot will not be change.				

Zoning Mechanism	Requirement (INZ)		Proposed	Compliance
Loading Space Rates *Section 610*	*Primary Use - Recreation and athletic facility* 2 spaces for a recreation and athletic facility between 5,000 – 9,999 m^2 GFA		1 space	**No**
	Accessory Structure - School 1 space for a school with 1,000 – 9,999 m^2 GFA		Existing	**Yes**
Loading Space Requirements *Table 610B*	Minimum Driveway Width	Double Traffic: 6 m	7.2 m	**Yes**
	Minimum Width of Aisle	Less than 45 degrees: 5 m 46 – 59 degrees: 6.3 m 60 – 90 degrees: 9m	16.7 m (via hammerhead)	**Yes**
	Minimum Width of Loading Space	3.5 m	7.2 m	**Yes**
	Minimum length of loading space	Parallel: 9 m Other cases: 7 m	9.1 m	**Yes**
	Minimum vertical clearance	4.2 m	Not covered	**Yes**
Bicycle Parking Provisions *Section 613*				
Minimum Bicycle Space Requirements *Section 613(25)* *Table 613C*	*Primary Use - Recreation and athletic facility* Short term spaces must be provided at a rate of 4 spaces + 1 space per 250 m^2 above 1,000 m^2, therefore 36 spaces		16 Horizontal Spaces	**No**
	Accessory Structure - School 10 spaces, of which 4 must be inclusive spaces, with an additional 2 spaces per classroom, therefor 0 as no new classrooms are being added		Existing	**Yes**
Minimum Bicycle Parking Space Dimensions *Table 613A*	Horizontal: 0.6m x 1.8m		0.6m x 1.8m	**Yes**
Location of Short-Term Bicycle Parking Spaces *Section 613(7), (8)*	Must be accessed from an aisle with a minimum width of 1.5 m Where more than 20 spaces are required, 50% of spaces must be covered by an awning, canopy, or roofed structures that provides some or full protection from the elements and can be integrated into a building.		1.5 m	**Yes**
General Provisions related to waste collection (Section 217) are not summarized as waste will be collected with that of the school.				

As is indicated in the above table, the proposed development in INZ zone does require some relief from Comprehensive Zoning By-law 2026-50 related to height, bicycle parking and loading spaces as detailed in the next section.

4.3.1 Proposed Zoning By-law Amendment

As previously explained depending on how the addition to the school is interpreted, the relief being requested from the Zoning By-law will differ. For this reason, the amendments to cover both scenarios have been listed and rationalized in this section. It is our recommendation than a site-specific exception zone be approved to apply to the construction of up to a 9,000 m^2 inflatable structure dome housing various sports fields.

A Zoning By-law Amendment is required to:

1. Increase the maximum height, per Section 1101 and Section 202 of Zoning By-law 2026-50, as follows:
   a. Despite Section 1101 and 202, a maximum building height of 22 m is permitted for an inflatable structure dome of no more than 9,000 m^2

   Requirement is 15 metres in Section 110

   Requirement is 6 meres in Section 202

Due to the geometry of the indoor field area, the height of the proposed development is 22 metres at the apex. An increase to this height is appropriate given the Official Plan designation of Mainstreet for this property. The Official Plan states that with context sensitive transition heights up to 9 storeys are appropriate for a Mainstreet. The proposed height of 22 meters is comparable to 7 storeys. The site is zoned Institutional but consider if this site was zoned similar to it's neighbouring mainstreet properties, in that case the height would be 20 metres. While this is still less than the request, also consider the shape and purpose of the structure. It is a dome that meets the principles of the 45-degree angular plane. Further concerns that are associated with higher heights, such as overlook and privacy for adjacent residential development is not existent.

2. Require 16 short-term bicycle spaces, per Section 613 for an inflatable structure dome of no more than 9,000 m^2
   a. Despite Section 613, a minimum of 16 short-term bicycle spaces is required in conjunction with an inflatable structure dome.

   Requirement is 36 spaces in Section 613

The number of required bicycle parking spaces is a calculation based on area, which in this instance is not a true representation of number of occupants of the structure. Considering the existing parking spaces that are provided for the school plus the 16 proposed new spaces the amount of bicycle parking will be adequate. This amendment is only required if the dome was to be considered a primary use. As an accessory structure, no additional bicycle spaces would be required.

3. Require 1 loading space, per Section 610 for an inflatable structure dome of no more than 9,000 m^2
   a. Despite Section 610, one loading spaces is required in conjunction with an inflatable structure dome.

   Requirement is 2 spaces in Section 610

As with short-term bicycle parking spaces, the number of required loading spaces is a calculation based on area. Given the activities within the dome structure require open space to run around, minimal equipment and little delivers once the fields are set up one loading space is sufficient. Further the layout of the site with larger parking areas and a new access lane will provide additional area for loading in the rare instance that the provided one is occupied. Note this amendment is only required if the dome was to be considered a primary use. As an accessory structure, only one additional loading space would be required in addition to the existing one for the school.

5.0
Required Plans and Studies

The following plans and studies have been prepared in support of a Zoning By-law Amendment and Site Plan Control applications for the proposed development on the subject property.

- Topographic Plan of Survey prepared by Stantec, dated September 23, 2026
- Architectural Package including Site Plan, Building Elevations, and Shadow Study prepared by S2 Architecture, dated October 8, 2026;
- Tree Conservation Report and Landscape Plan prepared by NAK Design Strategies, dated October 8, 2026;
- Environmental Noise Assessment, prepared by State of the Art Acoustik Inc., dated September 10, 2026;
- Phase I Environmental Site Assessment prepared by EXP Services Inc. dated May 29, 2015, updated by Paterson Group via a Letter Report dated August 21, 2026;
- Geotechnical Investigation prepared by EXP Services Inc. dated May 18, 2016, and updated Geotechnical Review prepared by Paterson Group, dated July 21, 2026;
- Function Servicing and Stormwater Management Report prepared by Aplin Martin dated September 18, 2026;
- Site Grading Plan and Site Servicing Plan prepared by Aplin Martin, dated October 5, 2026;
- Electrical Site Plan and Photometric Layout E001 prepared by R.J. Burnside & Associates Limited dated September 22, 2026

The above have been reviewed collectively and what is proposed and recommended within them confirms that an inflatable structure dome of no more than 9,000 m^2 can be supported on the subject property.

6.0 Conclusions

It is our professional opinion that the proposed Zoning Bylaw Amendment and corresponding Site Plan Control applications represent good planning and is in the public interest for the following reasons:

- The proposed development is **consistent with the Provincial Planning Statement** (2024), locating the proposed development on public service facility lands. It is widely accessible to the public, where servicing options can be integrated and where sustainable modes of transportation are available.

- The proposed development **conforms to the City of Ottawa Official Plan** (2022), expanding a non-residential use on the subject property, increasing opportunities for recreation to a range of people supporting the development of 15-minute neighbourhood in the Inner Urban Transect.

- **Meets the intent of the Comprehensive Zoning By-law 2026-50** with context specific, appropriate amendments; and,

- **Is supported by the appropriate studies**.



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