



755 Cope Drive CEPEO Kanata-Stittsville Elementary School

Planning Rationale and Design Brief

Site Plan Control Application

April 8, 2022



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Prepared For:
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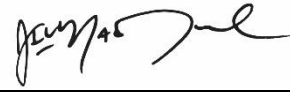
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1 Introduction

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 755 Cope Drive (the "site") in the City of Ottawa. The requested Site Plan Control application (the "Application") would permit the development of the new CEPEO Kanata-Stittsville French elementary school with a capacity of 475 students and day care.

The proposed development consists of a two-storey institutional building at 755 Cope 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 west side of the site. Outdoor recreational and learning areas for the new school include two playgrounds for the day care, one playground for the kindergarten, an outdoor classroom/seating area, two basketball courts, soccer pitch, and a sliding hill at the northeast corner of the site. One 2-way entrance is proposed to permit vehicular access to the site from Dagenham Street. 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. There will be a paved walkway from the northeast corner of the site that connects the surrounding residential areas by Finsbury Avenue and Bobolink Ridge. The site is part of the Claridge Richcraft Tamarack (CRT) Westwood subdivision. Notably, the CRT Westwood 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 Blocks 313 and 314, Registered Plan 4M-1619, City of Ottawa. It is municipally known as 755 Cope Drive and is located within Ward 6 (Stittsville).

The site is located within the Fernbank Community, specifically the CRT Westwood subdivision as illustrated in **Figure 2-1**. The site is located on the north side of Cope Drive, between Dagenham Street and Finsbury Avenue.

The site has a land area of approximately 28,827 m² (2.88 hectares) and is generally square in shape. The site has approximately 185 m of frontage along Cope Drive (a Major Collector Road running east-west), and a total frontage of 143 m along Dagenham Street (a Local Road running north-south).

Figure 2-2 illustrates the site's location and approximate boundaries.

Figure 2-1: Site Location (Excerpt of Plan 4M-1619)

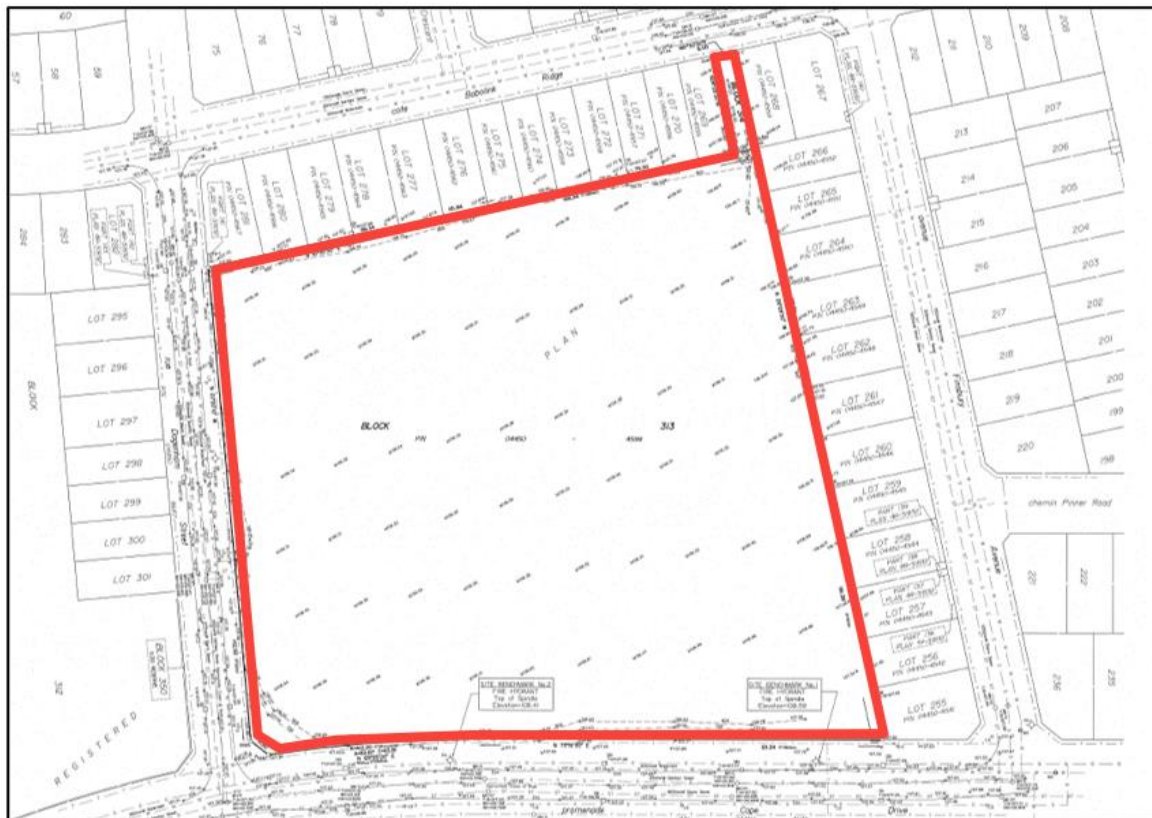


Figure 2-2: Site Location (GeoOttawa, 2022)



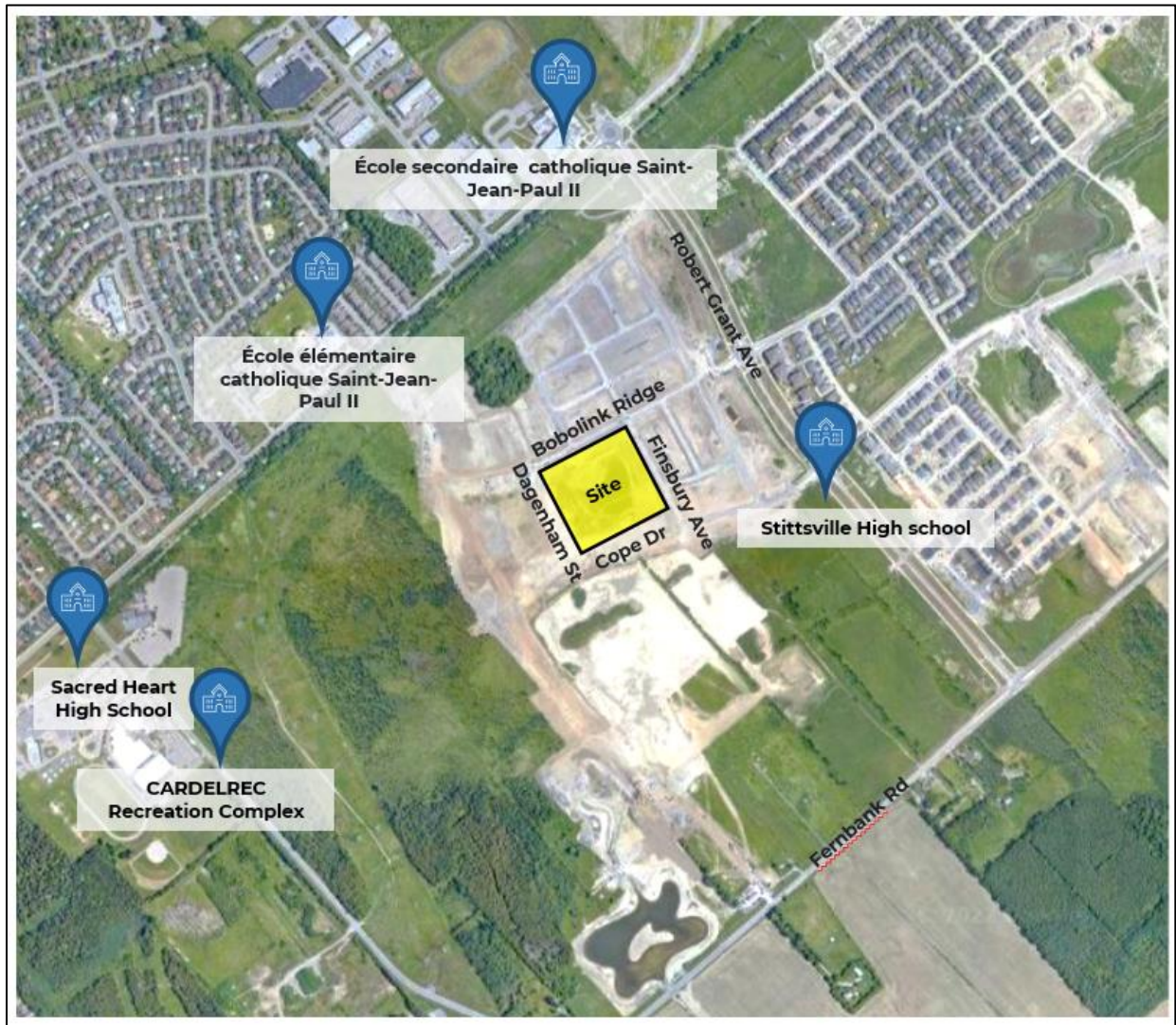
2.2 Community Context

The site is located in the suburb of Kanata in Ottawa, Ontario. The site and surrounding lands are currently vacant, with some vegetation. Lands adjacent to the site will be developed into residential blocks as part of the CRT Westwood subdivision, which will be comprised of primarily single-detached and townhouse dwellings.

The surrounding context to the site is shown in **Figure 2-3**. Land uses adjacent to the site are as follows:

- **North:** Two-storey detached dwellings are planned immediately north of the site with frontage along Bobolink Ridge.
- **South:** Residential development is planned south of Cope Drive. Located southeast of the site at 700 Cope Drive is the location of the future Ottawa-Carleton District School Board Stittsville high school, which is scheduled to open in 2023.
- **East:** Two-storey detached dwellings are planned immediately east of the site with frontage along Finsbury Avenue.
- **West:** Residential development and a community park are planned west of Dagenham Street.

Figure 2-3: Schools and Community Context (WSP, 2022; Google Aerial Imagery, 2022)



2.3 Surrounding Development Activity

Figure 2-4 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 2-4 Development Activity in Vicinity of the Site

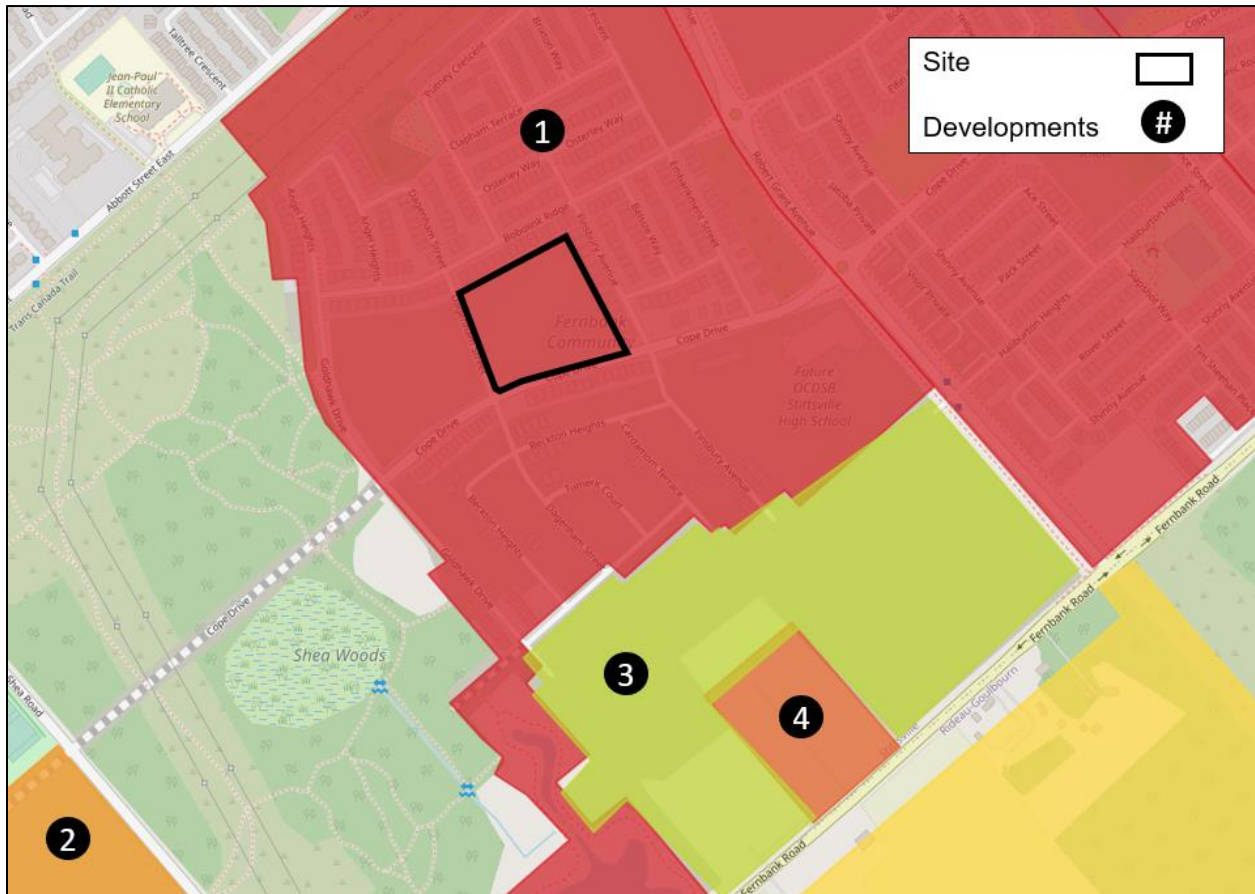


Table 2-1 Development Activity in Vicinity of the Site

No.	Address	Land Use	Max. Height (Storeys)	No. of Units or GFA	Development Application Status
1	5615, 5621, 5786, 5788 Ferbank Road & 700 Cope Drive (Ferbank Crossing)	Residential	3	1,034 units	Under construction SPA* approval pending

No.	Address	Land Use	Max. Height (Storeys)	No. of Units or GFA	Development Application Status
2	5969 & 5957 Fernbank Road	Residential	3	357 units	Draft Plan of Subdivision approved in Spring 2021; ZBLA **approval pending
3	5725 Fernbank Road	Residential	3	597 units	ZBLA** and Draft Plan of Subdivision approval pending
4	5769 Fernbank Road	Residential	3	70 units	ZBLA** approved in 2013; Draft Plan of Subdivision extension approved in Spring 2018

*Site Plan Control Application (SPA)

**Zoning By-law Amendment Application (ZBLA)

2.4 Transportation Network

The road network surrounding the site as per Schedule E – Urban Road Network to the City of Ottawa Official Plan (2003, Website Consolidation) is illustrated in **Figure 2-5**.

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



The site has frontage on Cope Drive and Dagenham Street. Cope Drive is identified as a proposed Major Collector Road, running east-west. Dagenham Street is a Local Road running north-south. The road network relative to the site has not changed in the New Ottawa Official Plan (November 24, 2021).

The site is not currently serviced by transit. However, the portion of Cope Drive located to the east of Robert Grant Avenue is serviced by OC Transpo bus route 252. The nearest bus stop to the site is located at the intersection of Cope Drive and Shiny Avenue, which is approximately 550 metres from the site.

3 The Proposed Development

The proposed development consists of a two-storey elementary school building, which will be home to the future Kanata-Stittsville French elementary school, as shown in **Figure 3-1**. The proposed school would serve the surrounding residential neighbourhood of Fernbank 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 in close proximity to the future Ottawa-Carleton District School Board (OCDSB) Stittsville Secondary School to be located at the southwest corner of Robert Grant Avenue and Cope Drive. Construction of the new school commenced in November 2021, with opening anticipated for Fall 2023.

Figure 3-1: Architectural Rendering of the Future OCDSB Stittsville Secondary School (Edward J. Cahaci and Associates)



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. 4,421 m² of the total GFA 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 east of the school building by the eastern lot line. The school will have capacity for 475 students. There will be one playground for the kindergarten students located at the northeast corner of the building. The playground will be set back from the surfaced parking lot, buffered by trees, and surrounded by a 1.2 m chain link fence.

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 north 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 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 Dagenham Street. It is proposed that the two-way entrance will lead into the surface parking lot at the rear of the school building. There are 55 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 east side of the proposed surface parking on the Site Plan. An in-ground waste collection bin area is located at the east side of the parking lot and will be marked by 1.2 m bollards

Bicycle parking racks are proposed to be located in front of the school building on Cope Drive, close to the main building entrance. There are two drop-off bays along Cope Drive that will be used by buses, mini-buses, and minivans. On Dagenham Street, there are two drop-off bays proposed for buses and mini-buses. North of the Dagenham drop-off bays is a car drop-off area, which is located by the day care entrance.

The proposed General Site Plan (March 31, 2022) is shown in **Figure 3-2** and is also available in a larger format in **Appendix A**. Elevations of the proposed development are shown in **Figure 3-3** and are also included in **Appendix C**. Preliminary renderings of the proposed school development are shown in **Figure 3-4**, **Figure 3-5**, and **Figure 3-6**.

Municipal Services

As outlined in the Servicing and Stormwater Management Report (April 6, 2022, prepared by WSP), there are existing sanitary and storm sewers and watermain stubs that are available from Dagenham Street to the western limit of the site on Cope Drive.

Figure 3-2: 755 Cope Drive – Site Plan (Architecture 49, dated March 31, 2022)

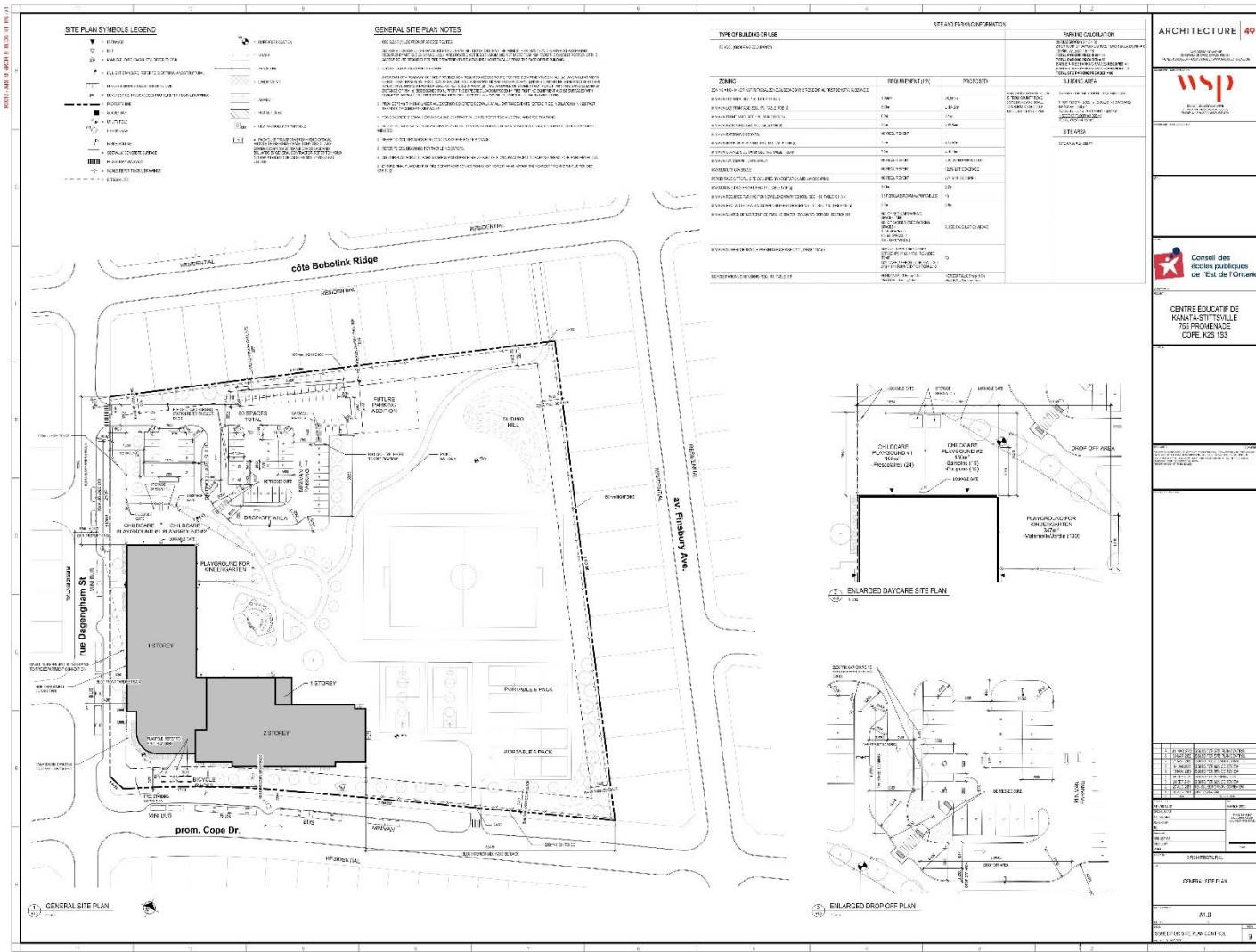


Figure 3-3: Proposed Building Elevations (Architecture 49, March 21, 2022)

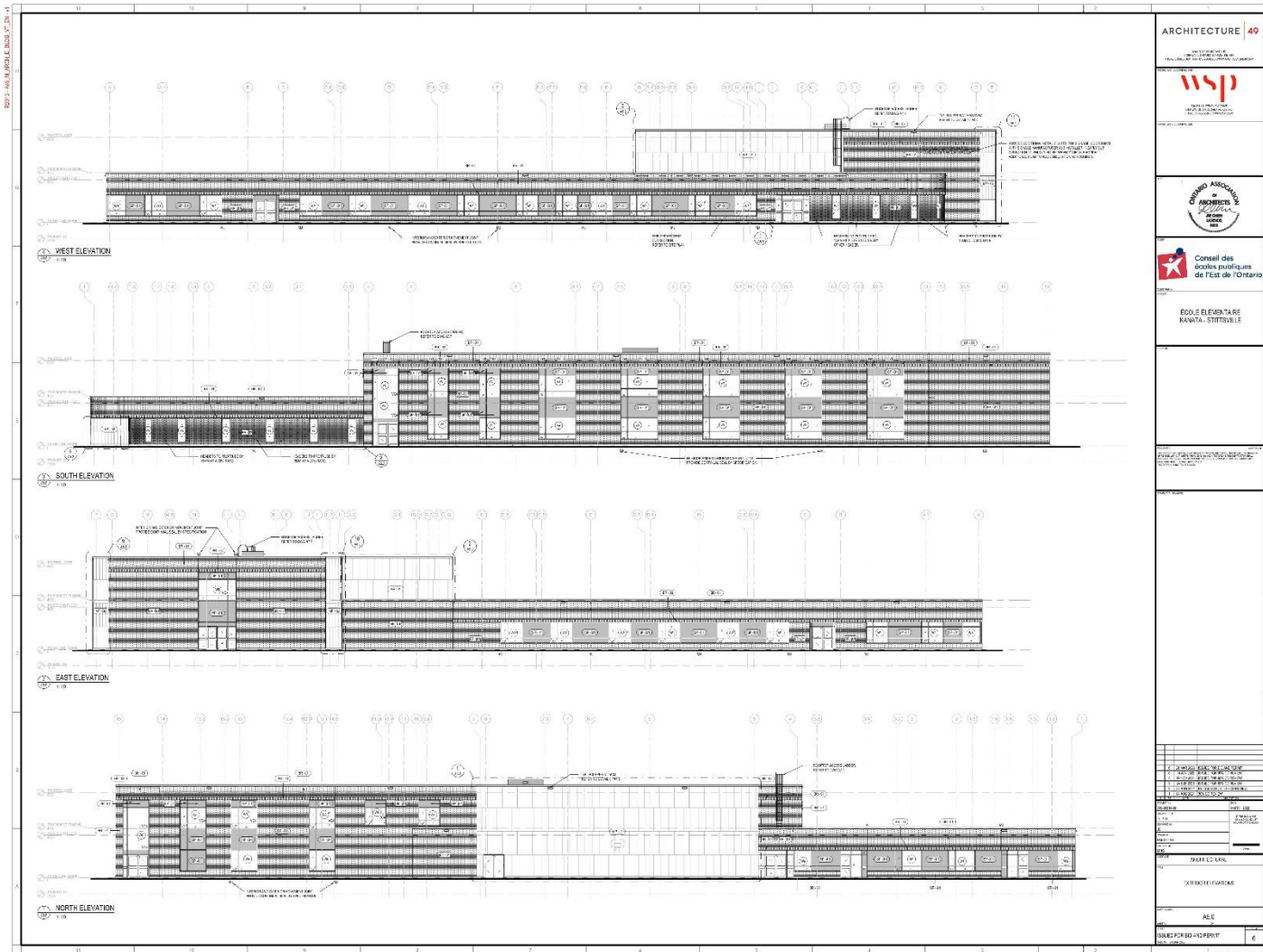


Figure 3-4: Preliminary Rendering – 755 Cope Drive – Southwest (prepared by Architecture 49, April 2022)



Figure 3-5: Preliminary Rendering - 755 Cope Drive - South (prepared by Architecture 49, April 2022)



Figure 3-6: Preliminary Rendering - 755 Cope Drive - Rear of Building, looking southwest (prepared by Architecture 49, April 2022)



4 Community Engagement and Outreach (Public Consultation Strategy)

The public engagement for the Site Plan Control application will follow the City of Ottawa public consultation process and practises pursuant to the City's [website](#).

CEPEO will contact Councillor Glen Gower (Ward 6) at the time of submission of the application.

5 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).

5.1 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:

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service; and promoting densities for new housing which efficiently use land, resources, infrastructure and public facilities.

Section 1.6 provides policy direction for infrastructure and public service facilities, which are to be provided in an efficient manner to accommodate for 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 existing 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.

5.2 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.

5.2.1 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.

5.2.2 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 5-1**.

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

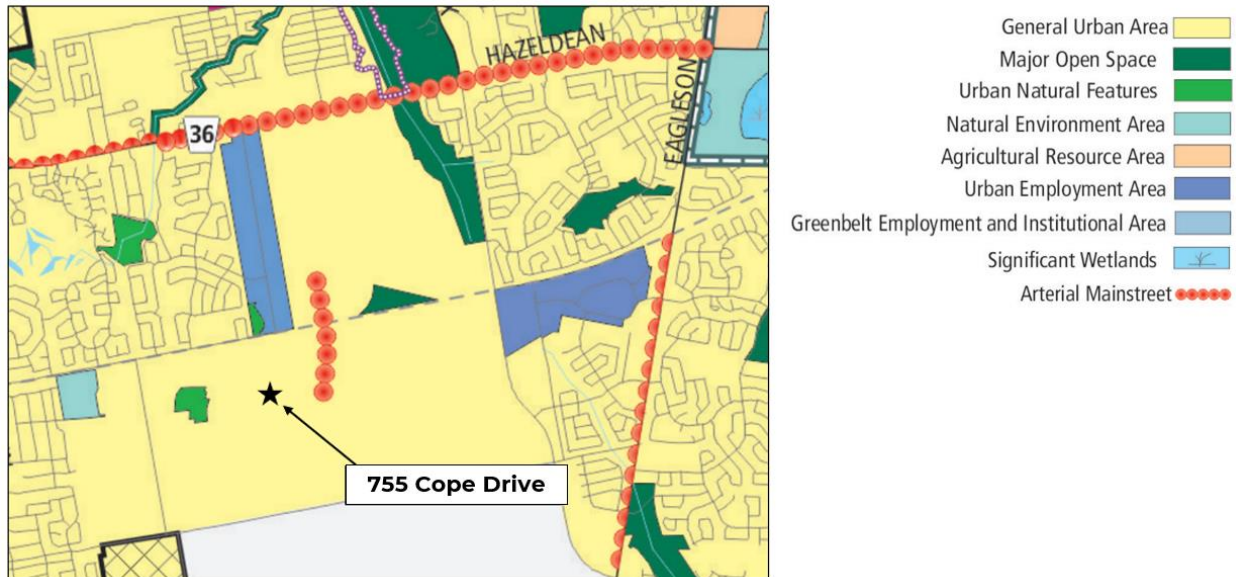
institutional uses. Development within the General Urban Area will facilitate the evolution of complete communities.

The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. 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 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 Fernbank and surrounding residential community with an important community service. Additionally, the proposed development has the potential to generate traffic or noise as it is a school facility that will require students to travel to and from the site on a daily basis. However, the proposed development conforms with policy 3.6.1.7 as the site is located along a planned Major Collector Road as demonstrated in **Figure 2-5**. Therefore, the proposed development conforms with the General Urban Area policies in the Current OP.

Figure 5-1: Schedule - B - Urban Policy Plan (Excerpt), Current City of Ottawa Official Plan



5.2.3 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 Kanata as the surrounding residential blocks are developed over time. This will eliminate the need for potential students located within the Fernbank Community to travel long distances by private automobile or bus to attend school. Overall, the nature of the development as a school and amenity and recreation space will support the evolution of a complete community over time.

5.3 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.

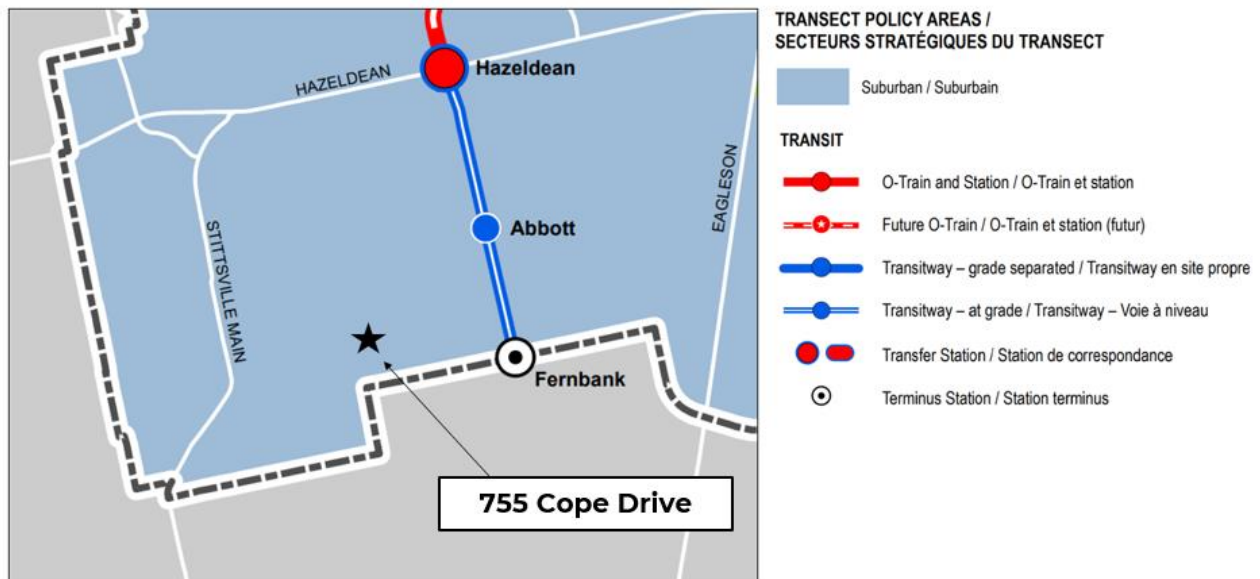
5.3.1 Growth Management Framework

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 as illustrated in Error! Reference source not found., which provides an excerpt from Schedule A – Transect Policy Areas.

Figure 5-2: Schedule A - 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.

5.3.2 Transect Policy Area

The site is located within the urban boundary and is part of the **Suburban Transect Policy Area** as shown in Error! Reference source not found.

. 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 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.

5.3.3 Land Designation

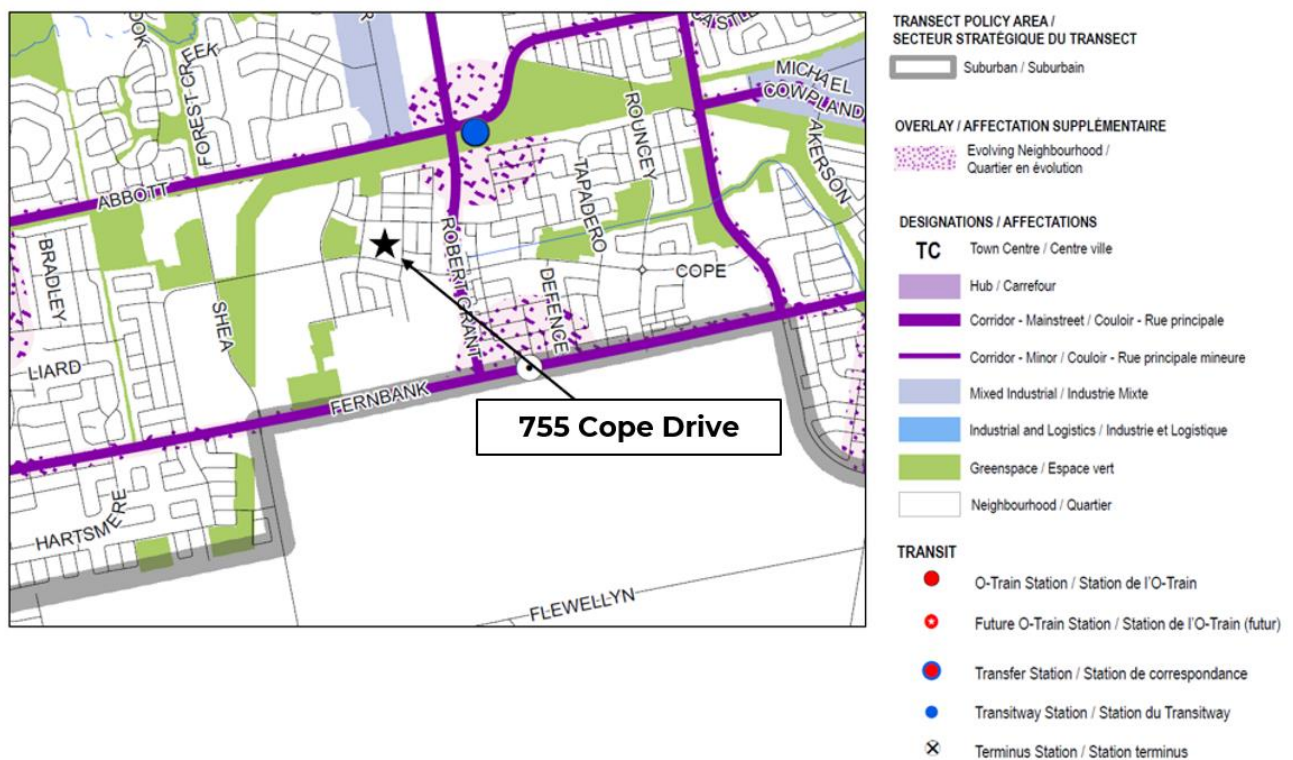
As demonstrated through **Figure 5-3**, the site is designated as **Neighbourhood** as per Schedule B5 - Suburban (West) Transect. Policy direction and designations for Neighbourhoods are detailed through Section 6.3 of the New OP.

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 clustering of 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.

Figure 5-3: Schedule B5 - Suburban (West) Transect (Excerpt), New City of Ottawa Official Plan (November 24, 2021)



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 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.

5.3.4 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-off areas in the right-of-way on Dagenham Street and Cope Drive. The site is integrated with the surrounding residential uses and the street grid. The proposed development will maintain street frontage on Cope Drive and Dagenham Street 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.

The site is located on Cope Drive, which is a designated a Major Collector Road through the New OP. In accordance with Policy 4.6.4.4, outdoor children's play areas will primarily be located away from Cope Drive towards the north portion of the site. In addition, the property line along Cope Drive will be lined with a continuous row of trees, providing a buffer between the site and the adjacent street.

5.3.5 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.

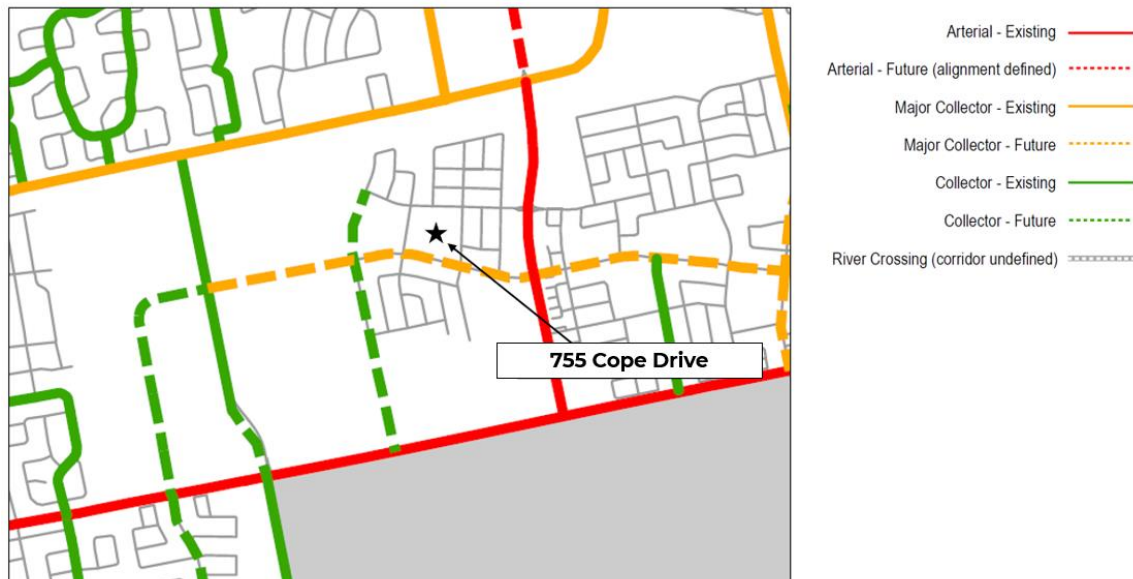
Section 7, Annex 1, Table 1 of the Current OP sets forth the right-of-way widths that the City may acquire for roads. Table 1 includes a 24-metre ROW to be protected for Cope Drive. There are no ROW requirements for Dagenham Street.

New Official Plan (November 24, 2021)

As shown in Error! Reference source not found., Schedule C4 – Urban Road Network of the New OP identifies Cope Drive as a future Major 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.

Figure 5-4: Schedule C4 - Urban Road Network (Excerpt), New City of Ottawa Official Plan (November 24, 2021)



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 Cope Drive, Finsbury Avenue, Bobolink Ridge, or Dagenham Street.

There is an existing right-of-way protection on Cope Drive. The Current OP ROW protection for Cope Drive is 24 metres, whereas the New OP ROW protection for Major Collectors is 26 metres.

5.4 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 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.

5.4.1 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 Kanata. 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 Dagenham Street and Cope 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.

There are several available access points for pedestrians to the site, including gates provided at the north and south edges of the site. By providing potential users with numerous access points and means of moving through and to the site, the proposed development will be safe, accessible, and easy to move through.

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

The site is in Kanata. While the site and surrounding lands are currently vacant, the adjacent lots will be developed into residential blocks as part of the CRT Westwood 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. The existing coniferous trees in the front yard would be retained. Five new trees are proposed in the rear yard. Trees in the rear yard will be used to provide separation between the building and the paved amenity area adjacent to the 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.

5.4.2 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 5-1 provides an evaluation of the proposed development against the compatibility criteria relevant to the Site Plan Control application for the proposed development, as set out in Policy 4.11.

Table 5-1: 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 school building will be distinct from the surrounding residential homes in the subdivision. 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. The use of coloured panelling on portions of the building that face Cope Drive and the outdoor recreational areas will mark the future Kanata-Stittsville school as focal point in the community.
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 I1B Zone in the Zoning By-law is 18 m. The proposed development would have a maximum building height of

Evaluation Criteria	Measure of Compatibility
	8.1 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.

A design brief is required. Please see attached terms of reference.

Please refer to Section 4.1 of this Report for the Design Brief, as well as the Site Plan, exterior elevations, and architectural renderings in Section 2.

The lay-bys need to be designed to work with the planned cross sections for both the local and collector roadways. The sidewalks should remain within the right of way.

Consideration should be given to placing the more significant lay-by on Cope Drive.

Two (2) lay-bys are proposed for the site along Dagenham Street and Cope Drive. The more significant lay-by is located on Cope Drive and will serve the school buses, mini-buses, and mini vans for the site. Sidewalks are proposed to remain within the right-of-way.

Tree planting should be provided along all four sides of the site.

As shown on the Landscape Plan (March 21, 2021), prepared by Architecture 49, in **Appendix B** tree planting has been provided on all four sides of the site. There are also planter boxes and planting beds proposed to be located on the west and south sides of the school building.

Landscape buffering should be provided between any parking areas and the public realm and residential land uses.

As shown on the Landscape Plan, there are tree plantings proposed along the Dagenham Street and Cope Drive Frontages, as well as along the northern lot line between the proposed parking lot and the residential properties on Bobolink Ridge. A 1.8 m chain link fence will be installed around the perimeter of the site.

Additionally, tree plantings are proposed between the parking lot/drop off area and the outdoor playgrounds. A 1.2 m chain link fence will be installed along the perimeter of child playgrounds #1 and #2 and the kindergarten playground. On the eastern boundary of the site, the sliding hill and trees will provide a buffer for the residential properties on Finsbury Avenue.

Re-orientation of the soccer field should be considered.

The soccer field has been re-positioned slightly to be located further south to create space for the walkway connecting the northeast corner of the site to the school building. Due to the building's configuration and the addition of the walkway, the soccer field is proposed to remain in this orientation (horizontal).

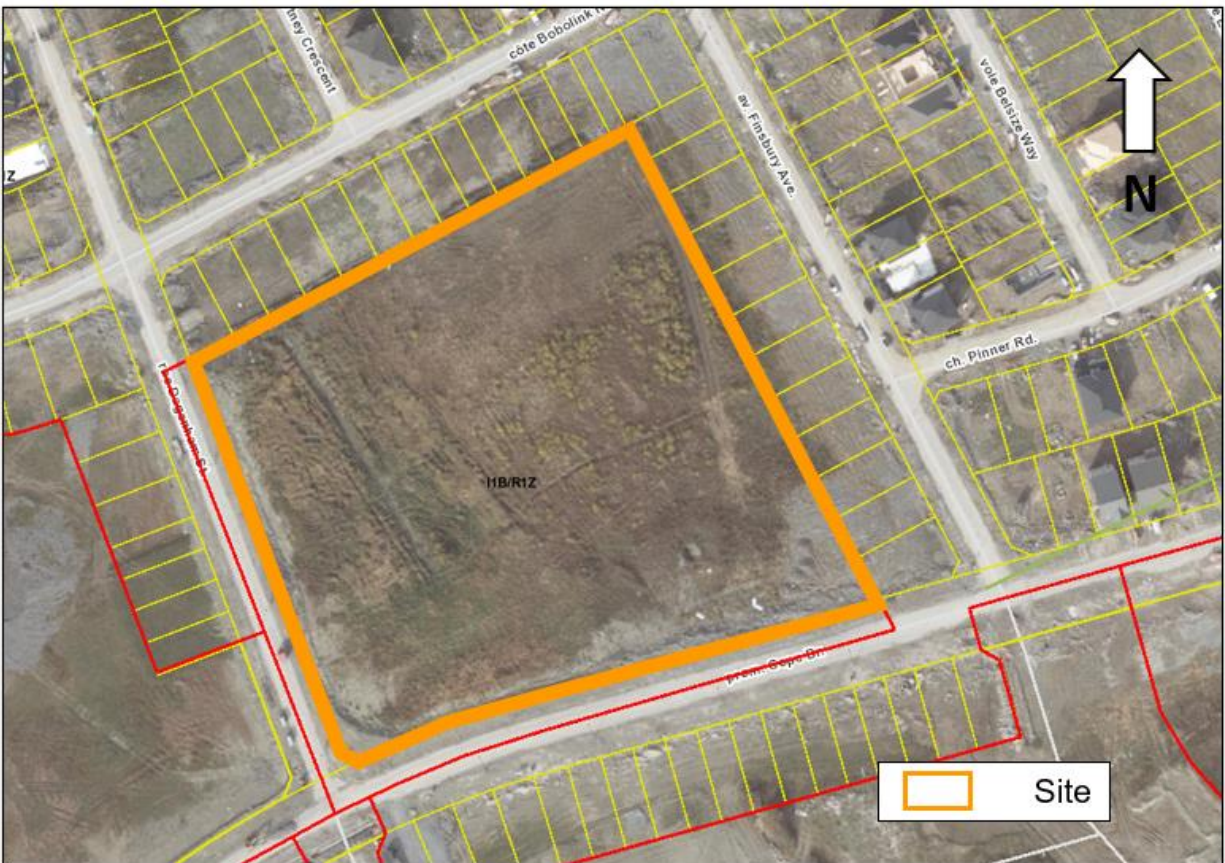
There is a public walkway located in the north east corner of the site. A pathway connection from the school to this block should be provided.

As shown on the Landscape Plan, a 2.5 m pathway from the residential block at Finsbury Avenue and Bobolink Ridge to the school building has been provided.

5.5 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 B and Residential First Density Zone, Subzone Z (I1B/R1Z) as illustrated in **Figure 5-5**. The surrounding properties are zoned for residential and open space uses.

Figure 5-5: Site Zoning (GeoOttawa, 2022)



Per Section 33(2) of the Zoning By-law, where two zone codes are applied to a vacant school site - in this case, I1B/R1Z - 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 I1B Zone and accordingly, its provisions apply.**

5.5.1 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 B requires buildings to meet certain performance and design standards, including minimum lot width and area, minimum setbacks, and maximum lot coverage.

Based on the General Site Plan prepared by Architecture 49, dated March 31, 2022, **Table 5-2** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the I1B Zone. As confirmed at the pre-application consultation meeting held on August 27, 2021, for zoning purposes, the front lot line of the site is the lot line along Dagenham Street.

Table 5-2: Zoning Compliance for the Minor Institutional Zone (I1B)

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: <ul style="list-style-type: none"> - School - Daycare

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum lot width - Sec. 170, Table 170B(a)	30 m	N/A	Yes - 104.61 m along Dagenham Street.
Minimum lot area - Sec. 170, Table 170B(b)	1,000 m ²	N/A	Yes - 29,889 m ²
Minimum front yard setback - Sec. 170, Table 170B(c)	6 m	N/A	Yes - 6.15 m
Minimum rear yard setback - Sec. 170, Table 170B(d)	7.5 m	N/A	Yes - 55.54 m
Minimum interior side yard setback - Sec. 170, Table 170B(e)	7.5 m	N/A	Yes - 93.47 m
Minimum corner side yard setback - Sec. 170, Table 170B(f)	7.5 m	N/A	Yes - 7.5 m
Maximum building height - Sec. 170, Table 170B(g)	18 m	N/A	Yes - 8.4 m

5.5.2 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.

5.5.3 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 5-3**. The site is within Area C on Zoning By-law Schedule 1A, as illustrated in **Figure 5-6**.

Figure 5-6: Schedule 1A - Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2021)

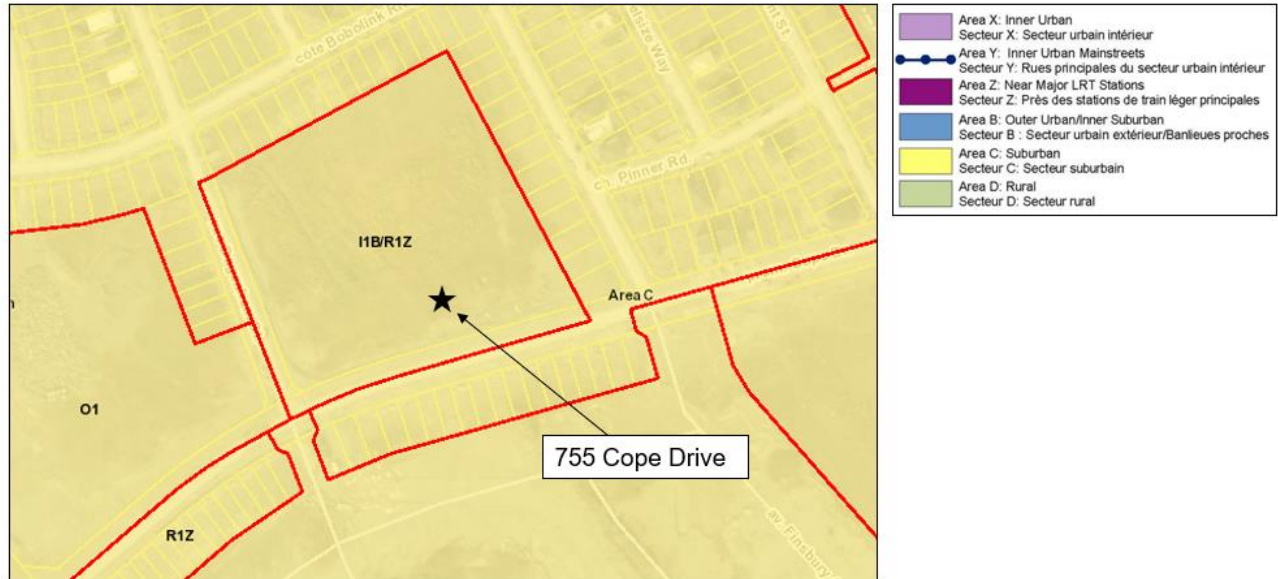


Table 5-3: Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area C – 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>GFA: 360 m²</p>	Yes – 60 parking spaces are provided.

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
			$(360 \text{ m}^2/100) \times 2 = 7.2$ = 7 spaces (rounded) Total (School + Daycare): 55 parking spaces	
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 - 2.6 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)		Requirements: 9 m from a lot line abutting a public street 3 m from any other lot line Screened from view by an opaque screen with a min. height of 2 m	N/A	Yes - Setback more than 3 m from a lot line. In-ground waste collection bin system is proposed, which will be marked by 1.2 m bollards.
Minimum number of bicycle parking spaces - Sec. 111(2), Table 111A		(d) school: 1 per 100 m ² of gross floor area (e) day care: 1 per 250 m ² of gross floor area	School: GFA: 4,741 m ² $4,471 \text{ m}^2/100 = 47.81$ = 48 spaces (rounded) Day care: GFA: 360 m ² $= 360 \text{ m}^2/250 = 1.44$	Yes - 48 bicycle parking spaces are provided.

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
		= 1 space (rounded) Total (School + Day care): 49 bicycle parking spaces	
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 Cope Drive.
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)	Note: 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	N/A	Yes - 2 barrier-free parking spaces are provided.

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	parking spaces: 2 spaces to be reserved for persons with disabilities		
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 vehicle parked therein; and f) identified by authorized signs as prescribed in subsection 114(1).	N/A	Yes – Width of 3.66 m; same length as other parking spaces in the surface parking lot.
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 – 7.5 m
Minimum aisle width – Sec. 107, Table 107	6.7 m for angle of parking that is 90 degrees	N/A	Yes – 7 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
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: $= 0.15 \times 2,986.23 \text{ m}^2$ $= 447.9 \text{ m}^2$ landscape area required	Yes – 1,460 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 northern and western property lines adjacent to the parking lot.
	(b) minimum landscape buffer (For a parking lot containing more than 10 but fewer than 100 spaces): a) abutting a street – 3 m no abutting a street – 1.5 m	N/A	Yes – 3.66 m
Minimum number of loading spaces required – Sec. 113, Table 113A	(a) School: (V) 2000 – 4999 m ² : 1 loading space required	School: GFA: 4,741 m ² $= 1$ loading space required	Yes – 1 off-street loading space proposed.

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	(d) All other non-residential uses, except in the TM Zone: (II) Less than 350 m ² : 0 loading spaces required	Day care: GFA: 327 m ² = 0 loading spaces required	
Minimum width of driveway accessing loading space - Sec. 113, Table 113B(a)	(i) Single traffic lane - 3.5 m (ii) Double traffic lane - 6m	N/A	Yes - 5 m
Minimum width of aisle accessing loading space, by angle of loading space - Sec. 113, Table 113B(b)	For a standard space: (i) 45 degrees or less - 5 m (ii) Between 45 and 60 degrees - 6.3 m (iii) 60 to 90 degrees - 9 m	N/A	Yes - 5 m
Minimum width of loading space - Sec. 113, Table 113B(c)	For a standard space: 3.5 m	N/A	Yes - 3.5 m
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 - 23.27 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.

6 Summary of Opinion

It is the professional opinion of WSP that the proposed two-storey French elementary school and day care at 755 Cope 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. The proposed development is located within the CRT Westwood subdivision, which received Draft Approval on February 1, 2019. 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 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 755 Cope 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

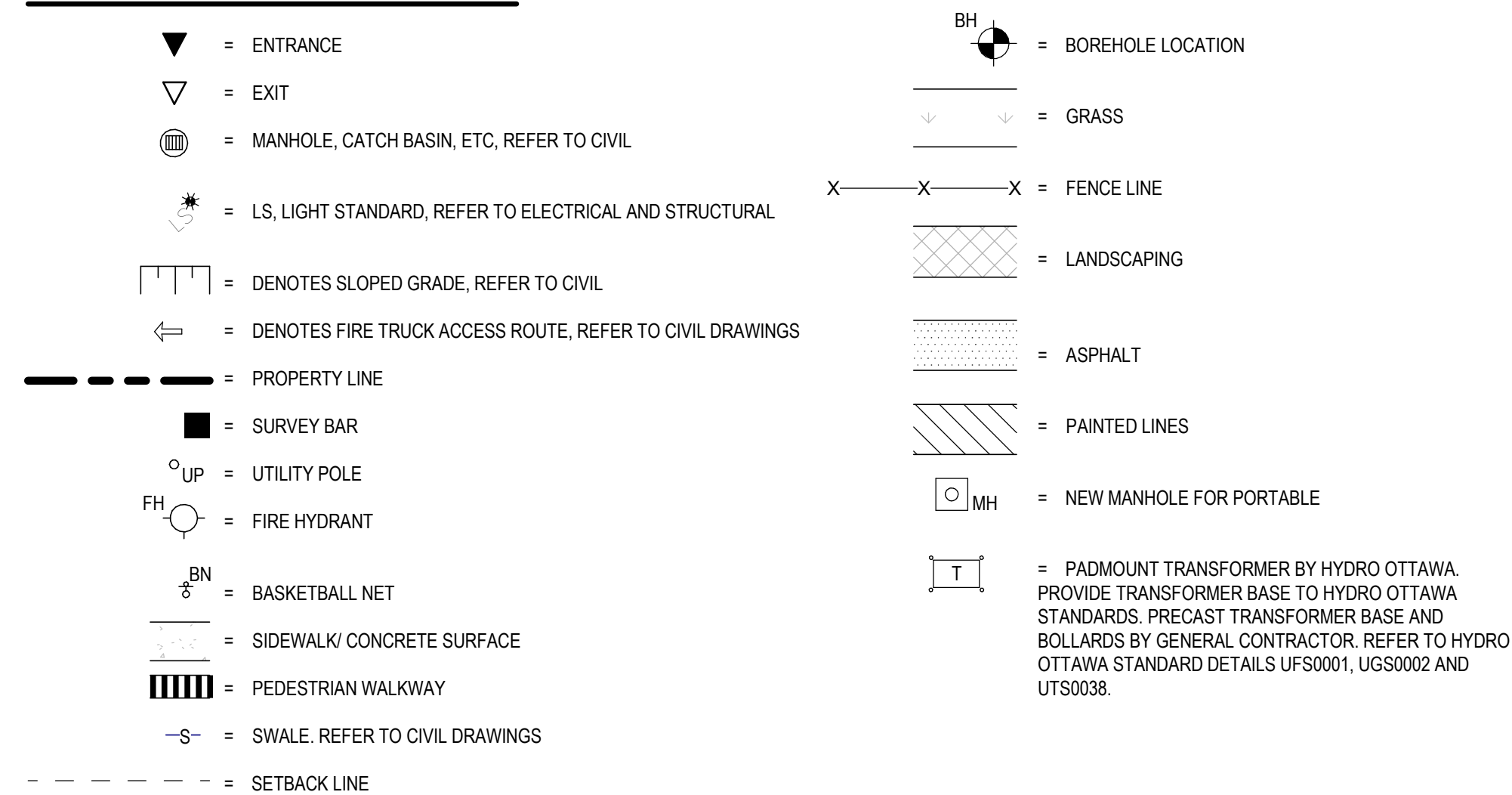


Justyna Garbos, MCIP, RPP

Senior Planner

A Site Plan

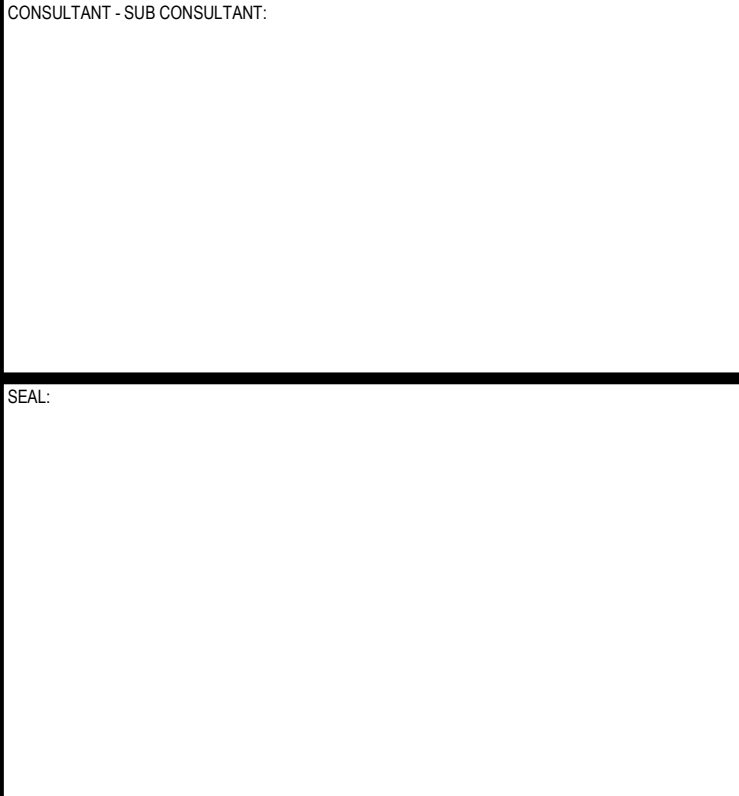
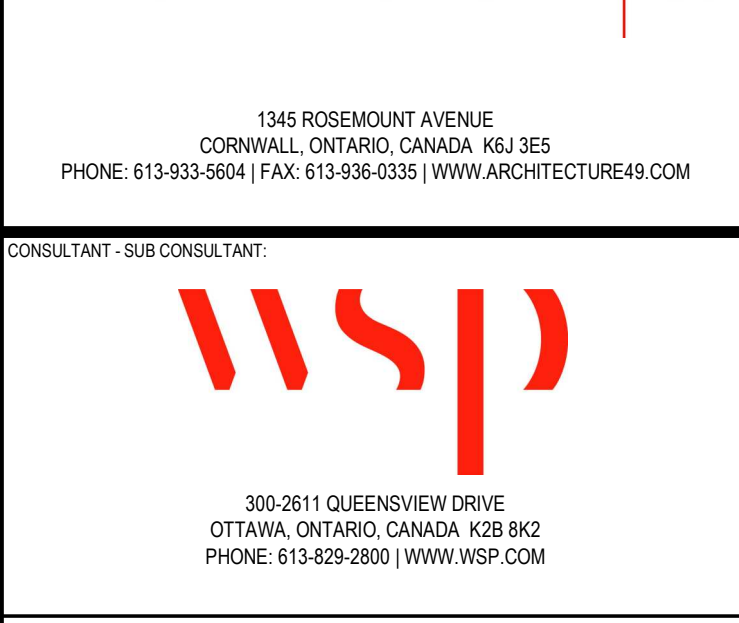
SITE PLAN SYMBOLS LEGEND



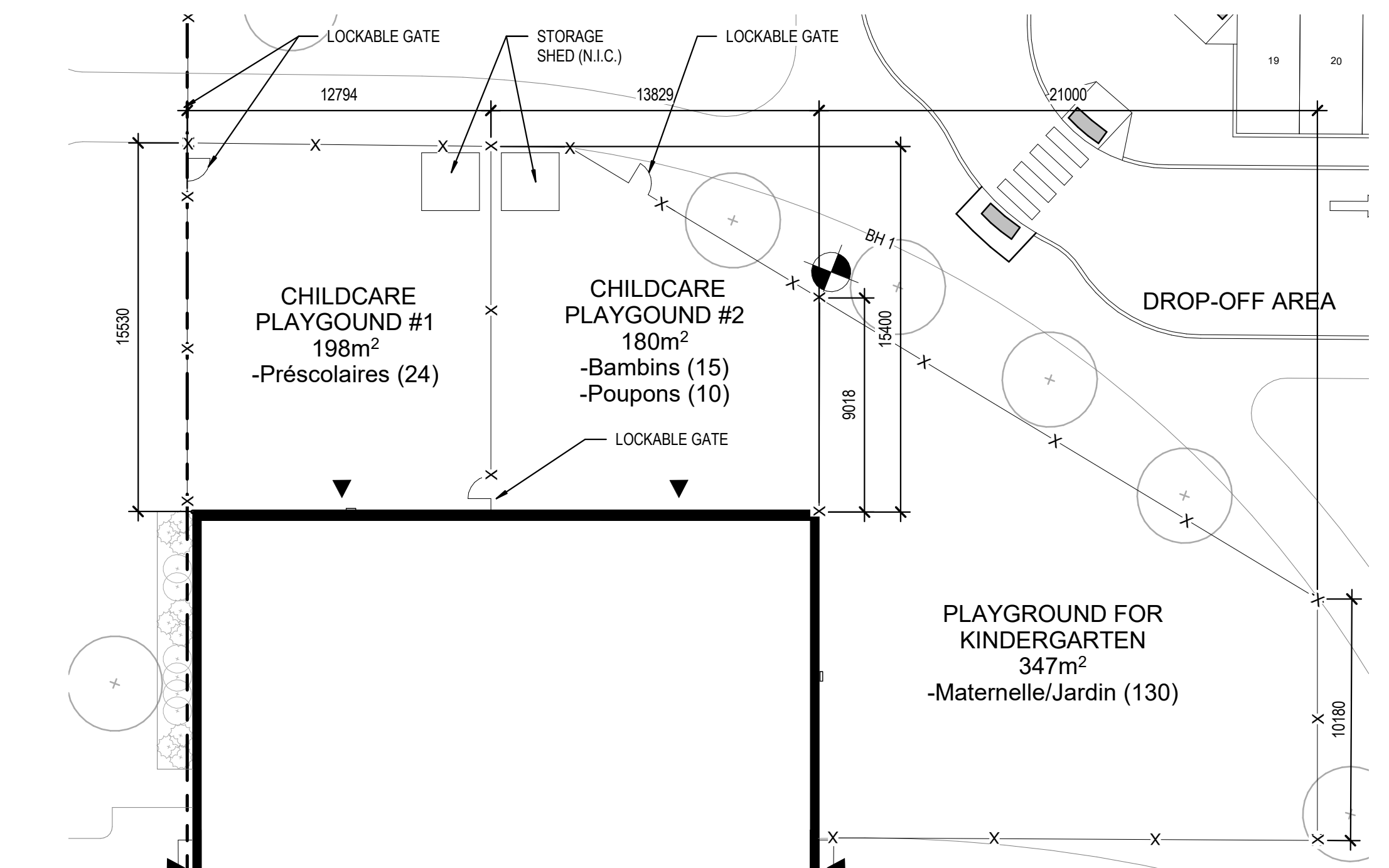
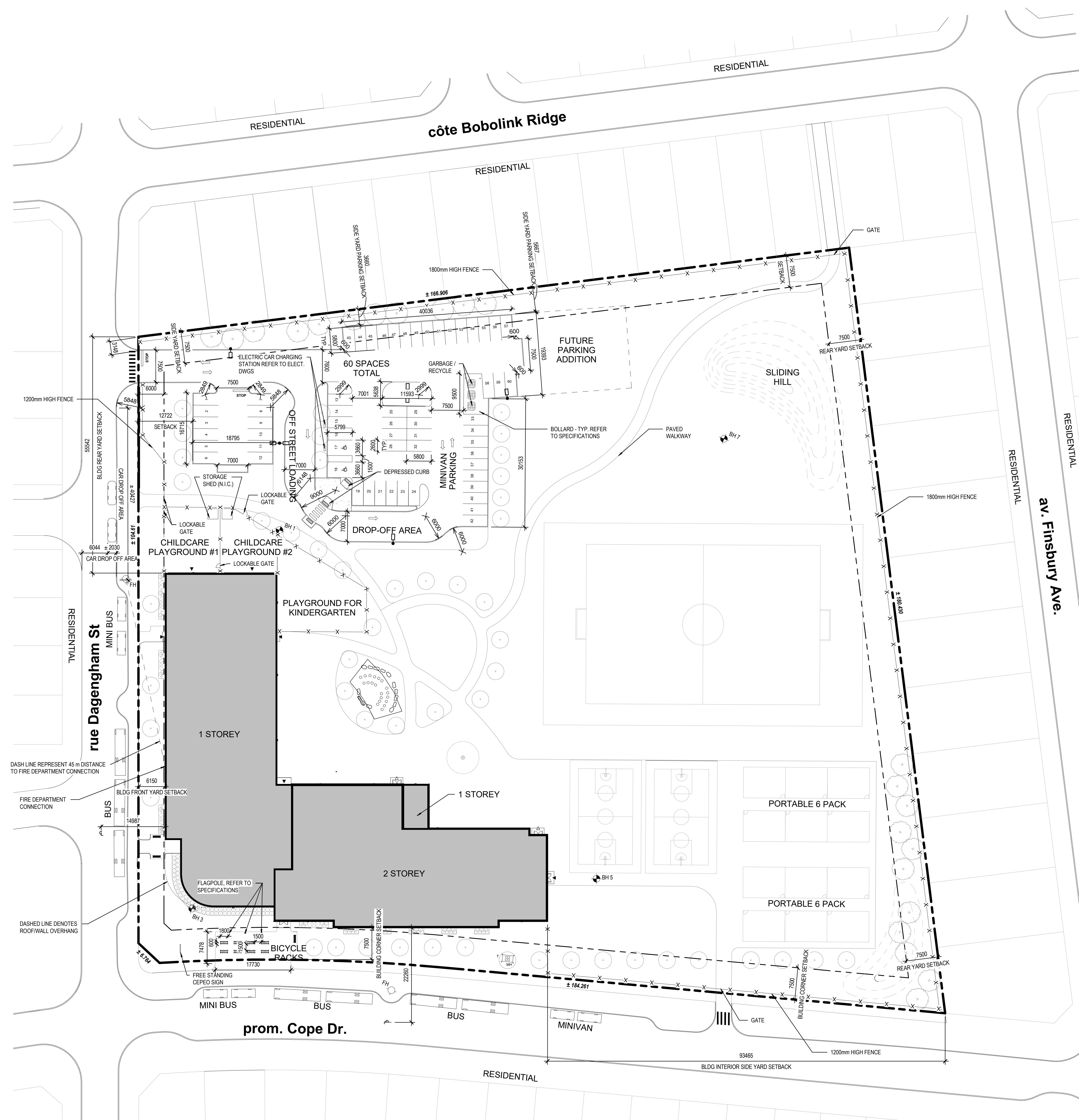
GENERAL SITE PLAN NOTES

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 3M UNLESS IT CAN BE SHOWN THAT LESSER WIDTHS ARE SATISFACTORY. (b) HAVE A CENTERLINE RADIUS NOT LESS THAN 20M. (c) HAVE AN OVERHEAD CLEARANCE OF NOT LESS THAN 3M. (d) HAVE A CHANGE OF GRADE NOT MORE THAN 1% IN 2.5 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 HI-40 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).

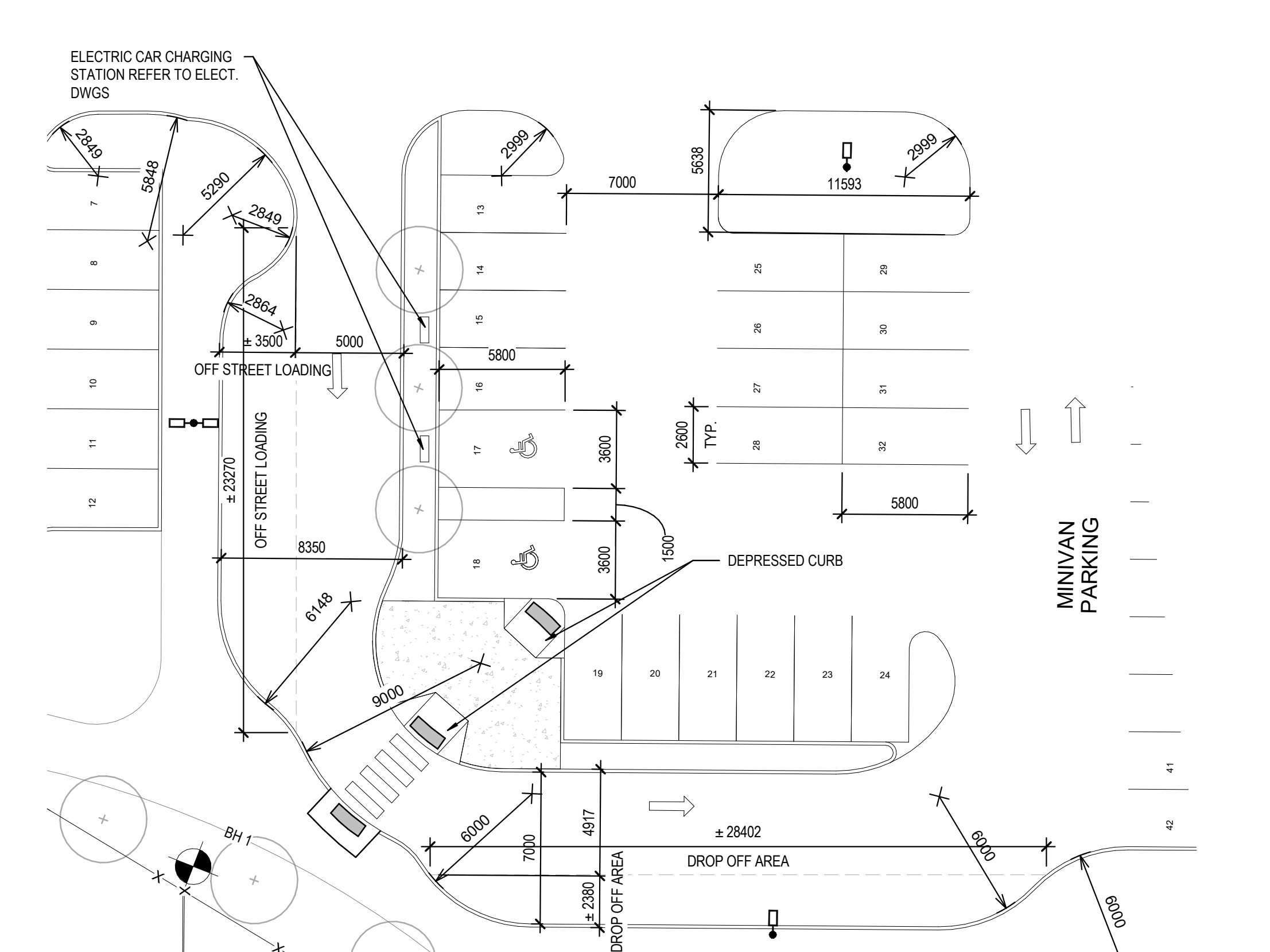
TYPE OF BUILDING OR USE		SITE AND PARKING INFORMATION		PARKING CALCULATION	
SCHOOL (GROUP A-2 OCCUPANCY)				20 CLASSROOMS X 1.5 = 30 2 PER 100M ² OF DAYCARE GROSS FLOOR AREA (800m ²) = 8 TOTAL PARKING REQUIRED = 38 TOTAL PARKING PROVIDED = 58 BARRIER-FREE PARKING SPACES REQUIRED = 1 BARRIER-FREE PARKING SPACES PROVIDED = 2 TOTAL SITE PARKING PROVIDED = 58	
ZONING	REQUIREMENT (11B)	PROPOSED	BUILDING AREA		
ZONING = I1B - MINOR INSTITUTIONAL ZONE, SUBZONE B1 R1Z RESIDENTIAL FIRST DENSITY, SUBZONE Z			THE GFA FOR THE SCHOOL IS AS FOLLOWS: FIRST FLOOR = 3,329 m ² (EXCLUDING DAYCARE) DAYCARE = 360 m ² TOTAL BUILDING FOOTPRINT = 3,689 m ² + SECOND FLOOR = 1,092 m ² TOTAL AREA = 4,781 m ²		
MINIMUM LOT AREA, SEC. 170, TABLE 170B (b)	1000m ²	28,889m ²	SITE AREA		
MINIMUM LOT FRONTAGE, SEC. 170, TABLE 170B (a)	30.0m	± 104.61m	SITE AREA = 28,889 m ²		
MINIMUM FRONT YARD, SEC. 170, TABLE 170B (c)	6.0m	6.15m			
MINIMUM REAR YARD, SEC. 170, TABLE 170B (d)	7.5m	± 55.54m			
MINIMUM EXTERIOR SIDE YARD	NO REQUIREMENT	-			
MINIMUM INTERIOR SIDE YARD, SEC. 170, TABLE 170B (h)	7.5m	± 93.47m			
MINIMUM CORNER SIDE YARD, SEC. 170, TABLE 170B (f)	7.5m	± 16.48m			
MINIMUM LANDSCAPED OPEN SPACE	NO REQUIREMENT	5.3% WITH PARKING LOT			
MAXIMUM LOT COVERAGE	NO REQUIREMENT	12.8% LOT COVERAGE			
PERCENTAGE OF TOTAL SITE OCCUPIED BY VEGETATION AND LANDSCAPING	NO REQUIREMENT	77% SITE OCCUPIED			
MAXIMUM BUILDING HEIGHT, SEC. 170, TABLE 170B (g)	18.0m	8.7m			
MINIMUM REQUIRED PARKING FOR NEW ELEMENTARY SCHOOL, SEC. 101, TABLE 101, N81	1.5 PER CLASSROOM (w/ PORTABLES)	48			
MINIMUM REQ. WIDTH OF A LANDSCAPED BUFFER FOR PARKING LOT, SEC. 110, TABLE 110(a)	3.0m	3.6m			
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: MIN. 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 (d)	SCHOOL: 1 PER 100M ² OF GFA OFFICE: 4781/100 = 47.81 ROUNDED TO 48 DAY CARE: 1 PER 250M ² 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: 0.6m by 1.8m VERTICAL: 0.5m by 1.5m			



CLIENT REF #
PROJECT
CENTRE ÉDUCATIF DE KANATA-STITTSVILLE
755 PROMENADE COPE, K2S 1S3



2 ENLARGED DAYCARE SITE PLAN
1:200



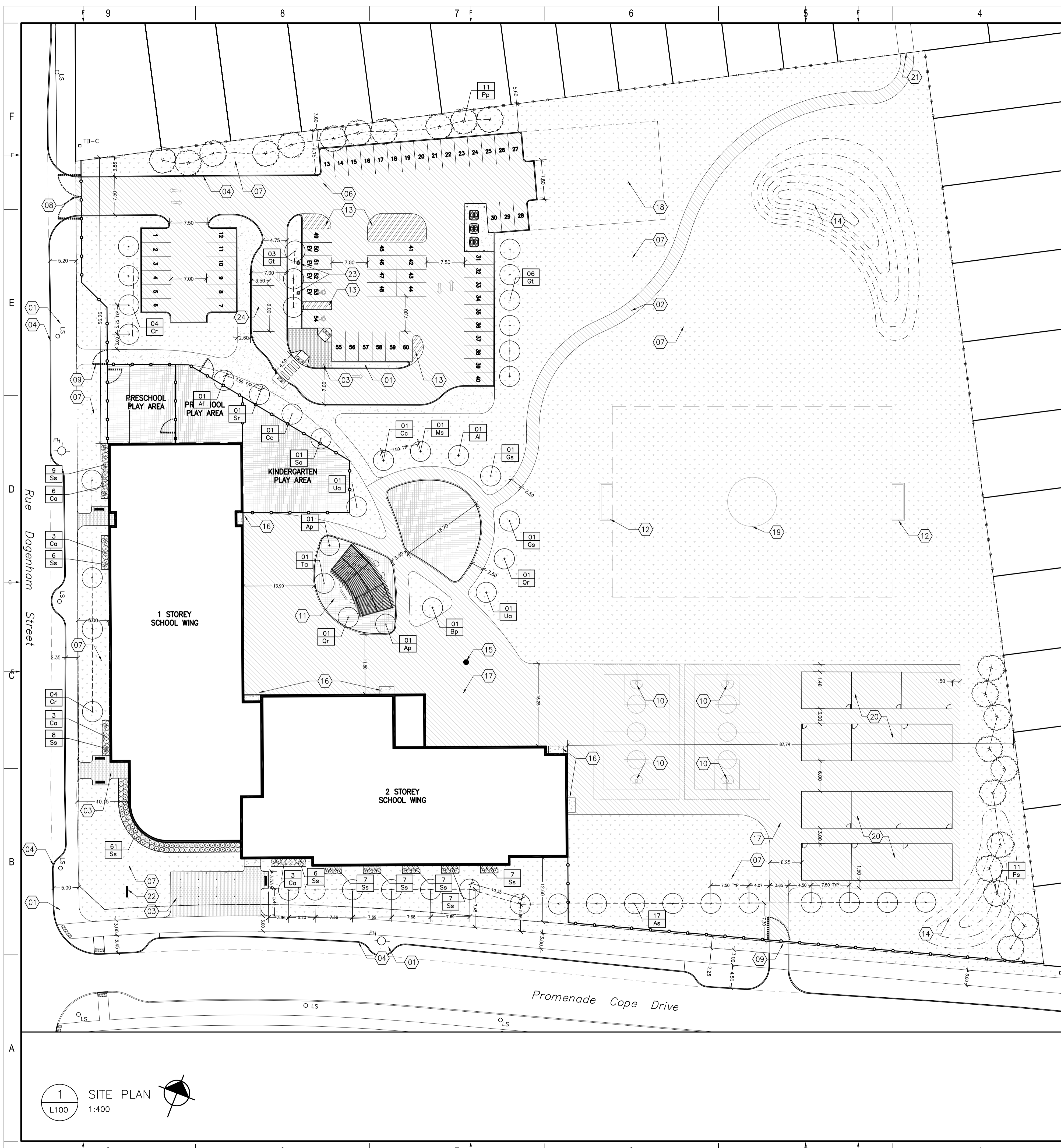
3 ENLARGED DROP OFF PLAN
1:200

1 GENERAL SITE PLAN
1:400

NO.	DATE	DESCRIPTION
9	31 MAR 2022	ISSUED FOR SITE PLAN CONTROL
8	30 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 60% CD REVIEW
2	27 AUG 2021	RE-ISSUED FOR 30% CD REVIEW
1	04 AUG 2021	30% CD REVIEW

PROJECT NO.	219-20014-00	DATE	MARCH 2022
PROJECT SCALE	As indicated	IF THE BAR NOT SHOWN, ASSUME 1:1000	
DESIGNED BY	JC		
DRAWN BY	NM SD AS		
CHECKED BY	NM SD		
DISCIPLINE	ARCHITECTURAL		
TITLE	GENERAL SITE PLAN		
SHEET NUMBER	A1.0		
SHEET	9		
ISSUED FOR SITE PLAN CONTROL			
DATE OF: 31 MAR 2022			

B Landscape Plan



SITE INFORMATION:

LEGAL DESCRIPTION:
BLOCKS 313 AND 314 REGISTERED PLAN
4M-1619 CITY OF OTTAWA

EASEMENTS:
REFER TO PLANNING DOCUMENTS

MUNICIPAL ADDRESS:
755 COPE DR

SITE AREA:
28,889m² (310,958.6 FT²)

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

MAX. BUILDING HEIGHT:
15m (50'-3")

ZONING INFORMATION:

ZONING:
MINOR INSTITUTIONAL ZONE (I18)

PROPOSED LOT COVERAGE:
NO REQUIREMENT

SETBACKS:
MIN FRONT YARD: 6m (REQ. 6m)
MIN REAR YARD: 8.74m (REQ. 7.5m)
MIN CORNER SIDE YARD: 56.26m (REQ. 7.5m)
MIN. EXT. SIDE YARD: NO REQUIREMENT

MIN. LANDSCAPED OPEN SPACE:
NO REQUIREMENT

MIN. LANDSCAPED BUFFER FOR PARKING:
3.61m (REQ. 3m)

PARKING REQUIREMENTS:

1. SCHOOL, ELEMENTARY (SEC. 101, TABLE 1010, NB):
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 GFA - 1.3 REQ.
= 48 SPACES REQ.
56 PROVIDED

LAYOUT NOTES:

- CONTRACTOR TO CONFIRM ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO CONTRACTOR ADMINISTRATOR PRIOR TO CONSTRUCTION OR REMOVALS
- LAYOUT TO BE APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO ANY CONSTRUCTION OR REMOVALS
- ALL DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED
- CONTRACTOR IS RESPONSIBLE FOR ALL EXCAVATIONS, REMOVALS, DISPOSALS AND ROUGH GRADING AS REQUIRED TO CONSTRUCTION ALL WORKS AS SHOWN ON ALL PLANS, DETAILS AND SPECIFICATIONS
- LOCATION OF ALL UTILITIES SHOWN FOR INFORMATION 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
- 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 CONTRACTOR'S OWN COSTS.
- ALL EXISTING TREES, SHRUB BEDS, MULCH BEDS, AND SOIL TO REMAIN TO BE PROTECTED DURING CONSTRUCTION TO CITY OF OTTAWA STANDARDS AT THE CONTRACTOR'S OWN COSTS.
- CONTRACTOR TO LAYOUT PARKING AREAS TO ACHIEVE REQUIRED NUMBER OF STALLS IN EACH ROW. STALLS ARE 2500mm WIDE BY 5500mm DEEP (UNLESS OTHERWISE NOTED). CONTRACTOR TO REPORT ANY DISCREPANCIES TO CONTRACTOR ADMINISTRATOR PRIOR TO CONSTRUCTION.
- 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.
- USE SPECIFIED BACKFILL IN ALL TRENCHES RUNNING BELOW ALL STRUCTURES, PAVING, WALKWAYS, ETC.
- REFER TO PLANTING PLAN L103 FOR LAYOUT OF ALL SHRUB BEDS AND TREES.
- ALL PAINTED PAVEMENT MARKING AND SIGNS SHOWN, WITHIN LIMIT OF WORK & AS NOTED ON PLANS, TO BE INCLUDED IN WORK UNDER THIS CONTRACT.

ZONING INFORMATION:

ZONING:
MINOR INSTITUTIONAL ZONE (I18)

PROPOSED LOT COVERAGE:
NO REQUIREMENT

SETBACKS:
MIN FRONT YARD: 6m (REQ. 6m)
MIN REAR YARD: 8.74m (REQ. 7.5m)
MIN CORNER SIDE YARD: 56.26m (REQ. 7.5m)
MIN. EXT. SIDE YARD: NO REQUIREMENT

MIN. LANDSCAPED OPEN SPACE:
NO REQUIREMENT

MIN. LANDSCAPED BUFFER FOR PARKING:
3.61m (REQ. 3m)

PARKING REQUIREMENTS:

1. SCHOOL, ELEMENTARY (SEC. 101, TABLE 1010, NB):
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 GFA - 1.3 REQ.
= 48 SPACES REQ.
56 PROVIDED

LEGEND:

- CONCRETE SIDEWALK
- UNIT PAVEMENT
- ASPHALT PAVING
- SODDED AREA
- PLANTING BED
- ENGINEERED WOOD FIBRE SAFETY SURFACE
- PROPERTY LINE
- 1.8M HT WOOD SCREEN FENCE
- 1.2M HT CHAIN LINK FENCE
- CONTOUR LINE
- DECIDUOUS TREE
- CONIFEROUS TREE
- CONIFEROUS SHRUB
- PERENNIAL SHRUB
- DETAIL CALLOUT
- PLANT KEY
- NUMBER PLANTS
- PLANT SPECIES, REFER TO PLANT LIST

KEYNOTES:

- CONCRETE SIDEWALK
- ASPHALT SIDEWALK
- UNIT PAVING ON CONCRETE BASE
- 150mm HT CONCRETE CURB
- SIDEWALK RAMP WITH TACTILE WARNING SURFACE INDICATOR (TWS) TO CITY OF OTTAWA CONSTRUCTION STANDARDS
- ASPHALT PARKING LOT (61 STALLS, INCLUDING 2 TYPE A ACCESSIBLE STALLS)
- SODDED AREA
- NEW VEHICLE GATE
- NEW PEDESTRIAN GATE
- NEW FREE STANDING BASKETBALL HOOP AND BACKBOARD
- OUTDOOR CLASSROOM. REFER TO ENLARGEMENT 4, L104
- NEW MINI-SOCCER GOALS
- LINE PAINTING. REFER TO SPECIFICATIONS.
- SODDED BERM. REFER TO CIVIL GRADING PLAN.
- TRIPLE HOOP AND POST
- STRUCTURAL CONCRETE PAD. REFER TO CIVIL.
- ASPHALT PAVING. REFER TO CIVIL.
- FUTURE PARKING EXPANSION
- SOCCER FIELD LINES FOR SPATIAL LAYOUT PURPOSES ONLY, NOT TO BE PAINTED
- SPACING FOR FUTURE PORTABLE CLASSROOMS
- ACCESS TO PUBLIC RIGHT OF WAY.
- EXTERIOR FREE STANDING SIGN.
- ELECTRIC VEHICLE CHARGING STATION.

PLANT LIST:

KEY	QTY	BOTANICAL NAME	COMMON NAME	SPACING (mm) (%)	SIZE	COMMENTS
TREES - Deciduous						
As	17	Acer saccharum 'Emmentree'	Emmentree Sugar Maple	as shown	85mm Cal. 8.6B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 8 TO 1 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 38 CU. M.
Cr	16	Crataegus bicolor 'Sweet'	Sweet Kowhai Honeylocust	as shown	75mm Cal. 8.6B	
Al	1	Acer 'Innamari' 'Armstrong Gold'	Armstrong Gold Maple	as shown	75mm Cal. 8.6B	
Bp	1	Betula pendula 'Italica'	Italian Weeping Birch	as shown	75mm Cal. 8.6B	
Sa	1	Salix aucuparia	European Mowbray Ash	as shown	75mm Cal. 8.6B	
Ap	2	Acer platanoides 'Dummond'	Harlequin Norway Maple	as shown	75mm Cal. 8.6B	
Qr	2	Quercus rubra	Red Oak	as shown	75mm Cal. 8.6B	
Al	1	Aralia nudicaulis	Alphagothy Senecioideae	as shown	75mm Cal. 8.6B	
Cc	2	Cercis canadensis	Eastern Redbud	as shown	75mm Cal. 8.6B	
Cl	2	Clivia truncata 'Suncoast'	Sunburst Honeylocust	as shown	75mm Cal. 8.6B	
Ua	2	Ulmus americana 'Valley Forge'	Valley Forge Elm	as shown	75mm Cal. 8.6B	
Mt	1	Malus 'Spring Snow'	Spring Snow Flowering Crab	as shown	50mm Cal. 8.6B	
Ta	1	Tilia americana	American Linden	as shown	75mm Cal. 8.6B	
Sr	1	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	as shown	75mm Cal. 8.6B	
Cr	8	Corylus x mordenensis 'Snowdrift'	Snowdrift Hawthorn	as shown	50mm Cal. 8.6B	
TREES - Coniferous						
Pt	11	Picea pungens 'Fatigue'	Colorado Blue Spruce	as shown	180mm HT. 8.6B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 8 TO 1 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 38 CU. M.
Pt	11	Picea sibirica	White Pine	as shown	180mm HT. 8.6B	
SHRUBS - Coniferous						
Sa	125	Larix laricina 'Seward'	Seward Juniper	900	2 gal.	SHRUBS TO BE BALL & BURLAP. 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	12	Cornus alba 'Lila Rubin'	Lila Rubin 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.

ARCHITECTURE | 49

1345 ROSEMOUNT AVENUE
CORNWALL, ONTARIO, CANADA, K6J 3E5
TEL: 613-833-8804 | FAX: 613-836-0335 | WWW.ARCHITECTURE49.COM

CONSULTANT - SUB-CONSULTANT:

SEAL:

CLIENT:

CONSEIL DES ÉCOLES PUBLIQUES DE L'EST DE L'ONTARIO

CLIENT REF. # --
PROJECT:

**ÉCOLE ÉLÉMENTAIRE
KANATA - STITTSVILLE**

KEY PLAN:

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DISCLAIMER:
THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND UTILITY LOCATIONS AND REPORT ALL ERRORS AND OMISSIONS PRIOR TO COMMENCING WORK. THIS DRAWING IS NOT TO BE SCALED.

ISSUED FOR - REVISION:

REV.	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:
219-00014-00

DATE:
MARCH 2022

ORIGINAL SCALE:
AS NOTED

IF THIS BAR IS NOT 25 mm LONG, ADJUST YOUR PLOTTING SCALE.

DESIGNED BY:
AH

DRAWN BY:
MK / SG

CHECKED BY:
AH

DISCIPLINE:
LANDSCAPE

TITLE:
SITE PLAN

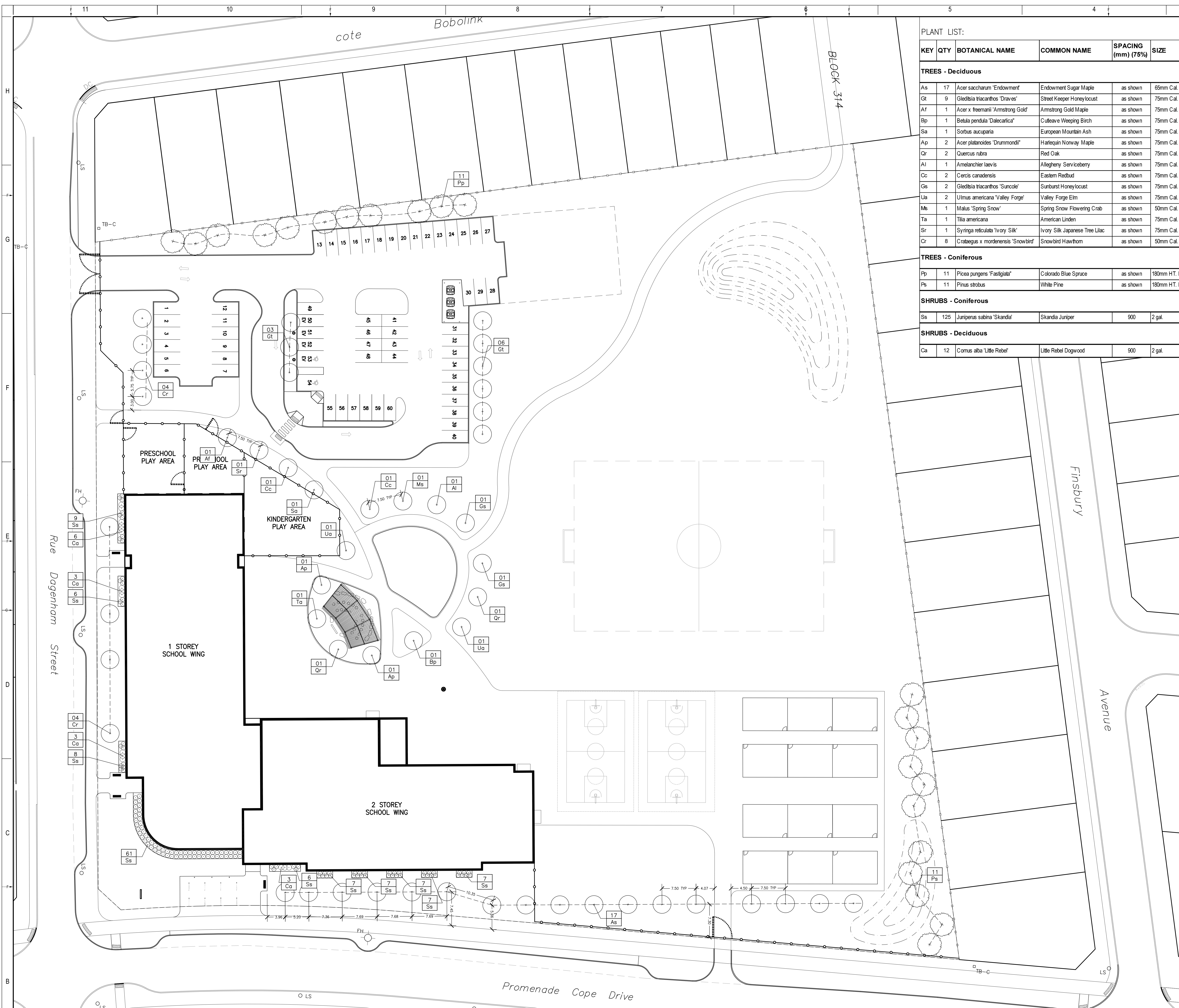
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L100

ISSUE: -- OF --

REV.#
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DATE OF: --

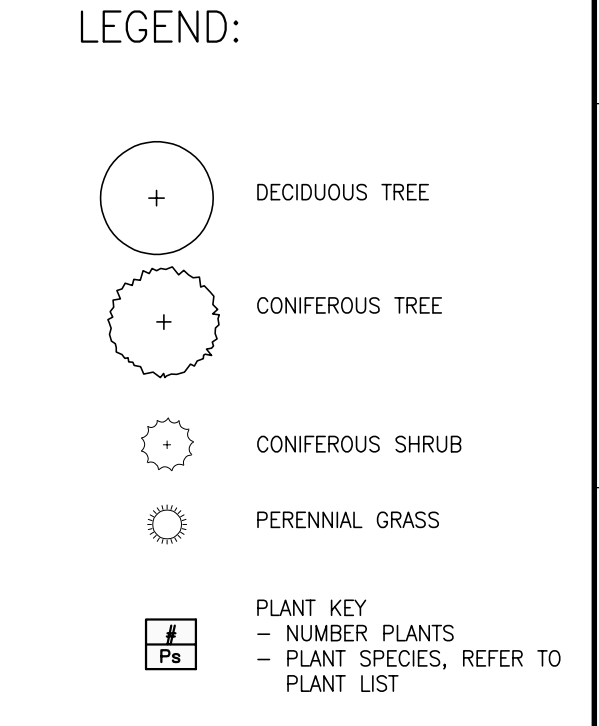
1 SITE PLAN
L100 1:400



PLANT LIST:

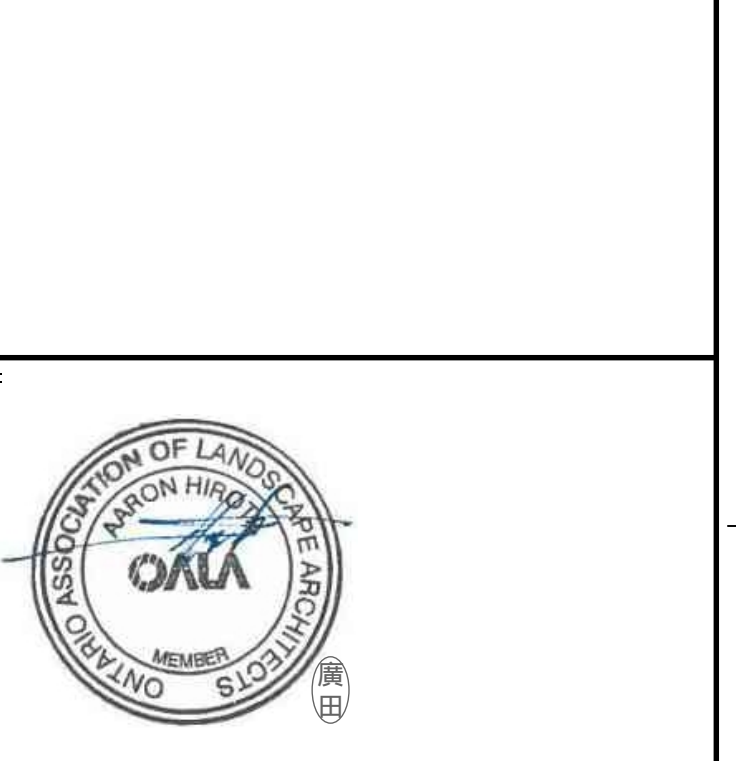
KEY	QTY	BOTANICAL NAME	COMMON NAME	SPACING (mm) (75%)	SIZE	COMMENTS
TREES - Deciduous						
As	17	Acer saccharum 'Endowment'	Endowment Sugar Maple	as shown	65mm Cal. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 5 TO 7 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
Gi	9	Gleditsia tricanthos 'Draves'	Street Keeper Honeylocust	as shown	75mm Cal. B&B	
Af	1	Acer x freemanii 'Armstrong Gold'	Armstrong Gold Maple	as shown	75mm Cal. B&B	
Bp	1	Betula pendula 'Dalecarlica'	Cuteave Weeping Birch	as shown	75mm Cal. B&B	
Sa	1	Sorbus aucuparia	European Mountain Ash	as shown	75mm Cal. B&B	
Ap	2	Acer platanoides 'Dummondii'	Harlequin Norway Maple	as shown	75mm Cal. B&B	
Qr	2	Quercus nra	Red Oak	as shown	75mm Cal. B&B	
Al	1	Amelanchier laevis	Allegheny Serviceberry	as shown	75mm Cal. B&B	
Cc	2	Cercis canadensis	Eastern Redbud	as shown	75mm 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.
Gs	2	Gleditsia tricanthos 'Suncole'	Sunburst Honeylocust	as shown	75mm Cal. B&B	
Ua	2	Ulmus americana 'Valley Forge'	Valley Forge Elm	as shown	75mm Cal. B&B	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.
Ms	1	Malus 'Spring Snow'	Spring Snow Flowering Crab	as shown	50mm Cal. B&B	
Ta	1	Tilia americana	American Linden	as shown	75mm Cal. B&B	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.
Sr	1	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	as shown	75mm Cal. B&B	
Cr	8	Crataegus x mordenensis 'Snowbird'	Snowbird Hawthorn	as shown	50mm Cal. B&B	
TREES - Coniferous						
Pp	11	Picea pungens 'Fastigiata'	Colorado Blue Spruce	as shown	180mm HT. B&B	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.
Ps	11	Pinus strobus	White Pine	as shown	180mm HT. B&B	
SHRUBS - Coniferous						
Ss	125	Juniperus sabina 'Skandala'	Skanda Juniper	900	2 gal.	
SHRUBS - Deciduous						
Ca	12	Cornus alba 'Little Rebel'	Little Rebel Dogwood	900	2 gal.	

- PLANTING NOTES:**
- LOCATION OF ALL PLANTS MATERIAL TO BE MARKED OUT ON SITE AND APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO PLANTING.
 - TREE SPACING, UNLESS OTHERWISE NOTED:
 - DECIDUOUS TREES: 6.0m MIN.
 - CONIFEROUS TREES: 2.0m MIN.
 - SHRUB SPACING, UNLESS OTHERWISE NOTED:
 - SMALL DECIDUOUS: 600mm O.C.
 - LARGE DECIDUOUS: 900mm O.C.
 - CONIFEROUS: 750mm O.C.
 - GRASSES: 450mm O.C.
 - ALL PLANT MATERIAL TO BE BEST QUALITY, RECEIVED ON SITE BY LANDSCAPE ARCHITECT PRIOR TO PLANTING. UNACCEPTABLE PLANTS TO BE REPLACED AND NEW PLANTS APPROVED PRIOR TO PLANTING. REPLACEMENTS ARE AT CONTRACTOR'S OWN COST.
 - ALL PLANTING DIMENSIONS ARE TO BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF DRAINAGE COURSE, FILTER FABRIC AND/OR SOIL.
 - LANDSCAPE ARCHITECT IN ALL REFERENCES REFERS TO PROJECT LANDSCAPE ARCHITECT (ARCHITECTURE: 45)



1345 ROSEMOUNT AVENUE
 CORNWALL, ONTARIO, CANADA, K0J 3E5
 TEL: 613-933-8044 FAX: 613-933-0225 WWW.ARCHITECTURE49.COM

CONSULTANT - SUBCONSULTANT



CLIENT REF # -
 PROJECT:
**ÉCOLE ÉLÉMENTAIRE
 KANATA - STITTSVILLE**

KEY PLAN:
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DISCLAIMER:
 THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND UTILITY LOCATIONS AND REPORT ALL DISCREPANCIES AND CHANGES PRIOR TO COMMENCING WORK. THE DIMENSIONS NOT TO SCALE.

ISSUED FOR REVIEW

REV.	DATE	DESCRIPTION
1	04 AUG 2021	30% CD REVIEW
2	22 AUG 2021	PRE-ISSUED FOR 30% CD REVIEW
3	24 SEP 2021	60% CD REVIEW
4	19 NOV 2021	85% CD REVIEW
5	14 JAN 2022	90% CD REVIEW
6	21 MAR 2022	ISSUED FOR BID AND PERMIT

PROJECT NO:	219-00014-00	DATE:	MARCH 2022
ORIGINAL SCALE:	AS NOTED	IF THIS SHEET NOT AT ORIGINAL SCALE:	
DESIGNED BY:	JAH	DRAWN BY:	MK / SG
CHECKED BY:	JAH	DATE OF:	0
LANDSCAPE			
PLANTING PLAN			
SHEET NUMBER: L103			

3 PLANTING PLAN
 L103
 1:300

C Building Elevations



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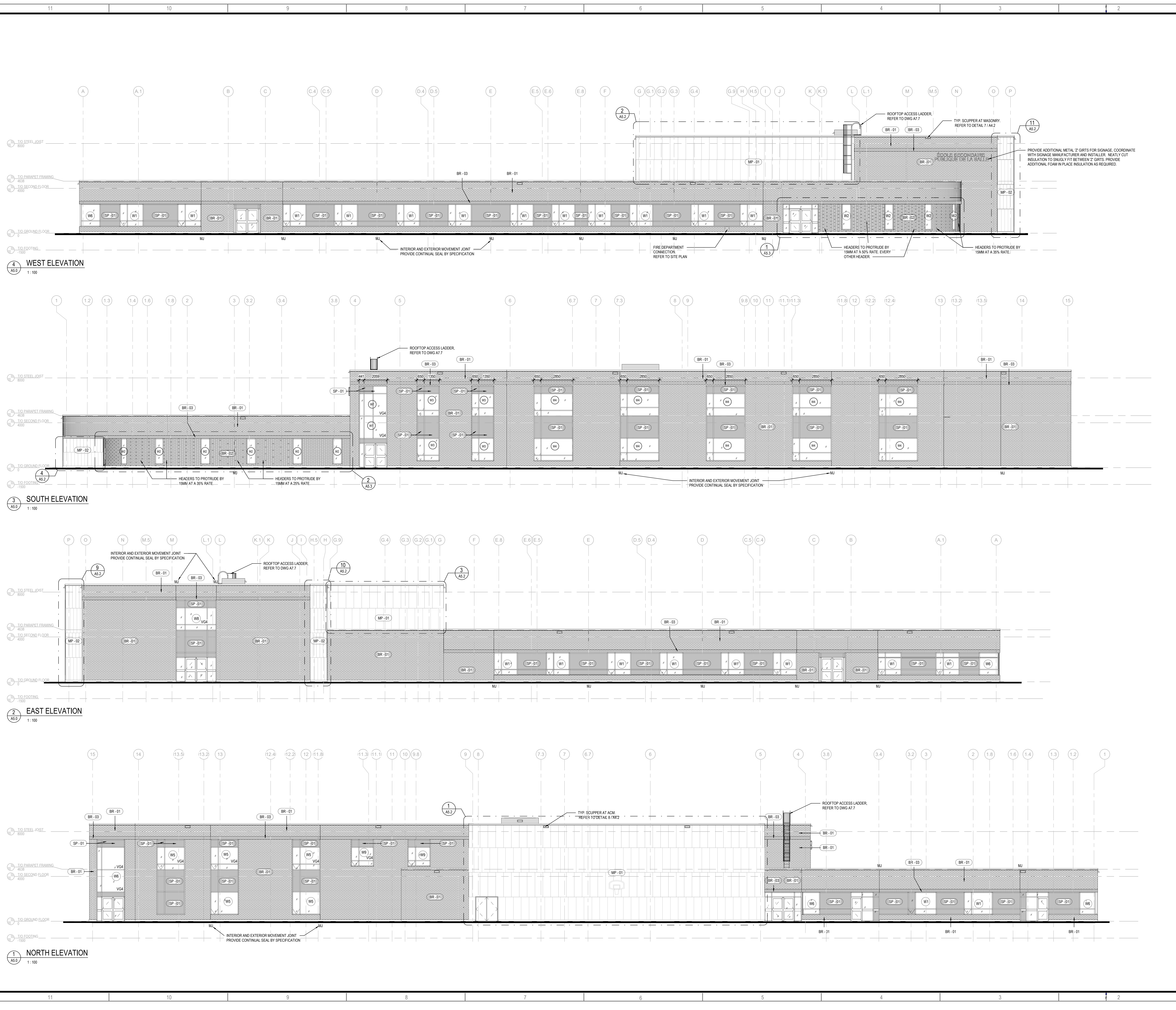
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REVISIONS

NO.	DATE	DESCRIPTION
6	21 MAR 2022	ISSUED FOR BID AND PERMIT
5	14 JAN 2022	ISSUED FOR 99% CD REVIEW
4	18 NOV 2021	ISSUED FOR 85% 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 EXIST	SHOW EXIST. LOCATIONS
DESIGNED BY	AS	IF THE BAR EXIST	SHOW EXIST. LOCATIONS
CHECKED BY	AS	IF THE BAR EXIST	SHOW EXIST. LOCATIONS
DATE OF	21 MAR 2022	IF THE BAR EXIST	SHOW EXIST. LOCATIONS

DISCIPLINE	ARCHITECTURAL
TITLE	EXTERIOR ELEVATIONS
SHEET NUMBER	A5.0
DATE	21 MAR 2022
ISSUED FOR BID AND PERMIT	6