



# Memorandum

Economic and Development Services Department

**Date:** December 4, 2025 File: SPA-2025-18

**To:** Members of the Oshawa Accessibility Advisory Committee

**From:** Planning Services  
Economic and Development Services Department

**Re:** **Site Plan Approval Application**  
**Northeast corner of Britannia Avenue East and Coppermine Street**  
Umiak Investments Limited/Durham Catholic District School Board/ Moffet & Duncan Architects inc.

## Purpose

The purpose of this report is to inform the Oshawa Accessibility Advisory Committee (O.A.A.C.) of the proposed Site Plan Approval application for the northeast corner of Britannia Ave. E. and Coppermine St. The report provides an overview of the proposal to obtain input from the Committee on accessibility related design considerations.

## Design Overview

The City has received a Site Plan Approval application from Umiak Investments Limited/Durham Catholic District School Board/ Moffet & Duncan Architects inc. for lands located at the northeast corner of Britannia Ave. E. and Coppermine St.

The proposal is for a new two storey separate elementary school. The site will include a bus drop-off lane in front of the school with adjacent parking lot, an asphalt play yard, exterior in-ground garbage bins, separate fenced play area for kindergarten students and green space and landscaping throughout accommodating an outdoor classroom space.

Staff have reviewed the Site Plan to determine compliance with the Oshawa Accessibility Design Standards (O.A.D.S) and developed the recommendation contained in this report for consideration by the O.A.A.C.

## Recommendation

That based on Report OAAC-25-27 dated December 4, 2025 concerning a Site Plan Approval application from Umiak Investments Limited/Durham Catholic District School Board/ Moffet & Duncan Architects inc. for lands located at the northeast corner of Britannia Ave. E. and Coppermine St:

1. That tactile walking surface indicators (T.W.S.I) are provided where curb ramps and depressed curbs are located on the external path of travel and at the end of each accessible access aisle in accordance with O.A.D.S.; and,
2. That all accessible doors at entrances are controlled by power door operators or motion/sensor sliding doors.