

**Subject: Official Plan and Zoning By-law Amendment – 930, 1010 and  
1030 Somerset Street West**

**File Number: ACS2025-PDB-PS-0028**

**Report to Planning and Housing Committee on 18 June 2025  
and Council 25 June 2025**

**Submitted on June 9, 2025 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Erin O’Connell, Planner III, Development Review All Wards  
613-580-2424, ext.27967, erin.oconnell@ottawa.ca**

**Ward: Somerset (14)**

**Objet : Plan Officiel et Modification du Règlement de zonage – 930,  
1010 et 1030 rue Somerset Ouest**

**Dossier : ACS2025-PDB-PS-0028**

**Rapport au Comité de la planification et du logement**

**le 18 juin 2025**

**et au Conseil le 25 juin 2025**

**Soumis le 9 juin 2025 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l’aménagement et du  
bâtiment**

**Personne ressource : Erin O’Connell, Urbaniste III, Examen des demandes  
d'aménagement tous les quartiers**

**613-580-2424, ext.27967, erin.oconnell@ottawa.ca**

**Quartier : Somerset (14)**

## REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an Amendment to the Official Plan, Volume 2a, West Downtown Core Secondary Plan, Chapter 3: Corso Italia Station Area for 930, 1010, and 1030 Somerset Street West, as shown in Document 1, and as detailed in Document 3;
2. Recommend Council approve an Amendment to the Zoning By-law 2008-250 for 930, 1010, and 1030 Somerset Street West, as shown in Document 1, to rezone the lands from Mixed-Use Centre Zone, Maximum Floor Space Index of 1.5 (MC F(1.5)) and General Industrial Zone, Subzone 1, Maximum Building Height of 11 metres (IG1 H(11)) to Mixed-Use Centre Zone (MC) and from Leisure Facility Zone, Subzone 1 (L1) to Leisure Facility Zone, Subzone 2, Urban Exception XXXX (L2 [XXXX] H30) to permit a recreational and cultural facility, addition to the Plant Recreation Community Centre, park, elementary school and daycare, and residential buildings, as detailed in Document 2.
3. Approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of June 25, 2025," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil municipal d'approuver une modification au chapitre 3 : Secteur de la station Corso Italia du Plan secondaire du Centre-ville Ouest, faisant partie du volume 2a du Plan officiel et visant les 930, 1010 et 1030, rue Somerset Ouest, des biens-fonds illustrés dans le document 1 et exposés en détail dans le document 3;
2. Recommande au Conseil municipal d'approuver une modification du *Règlement de zonage 2008-250* visant les 930, 1010 et 1030, rue Somerset

Ouest, des biens-fonds illustrés dans le document 1, afin de faire passer leur désignation de Zone de centres d'utilisations polyvalentes, rapport plancher-sol maximal de 1,5 (MC F(1.5)) et Zone d'industrie générale, sous-zone 1, hauteur de bâtiment maximale de 11 mètres (IG1 H(11)) à Zone de centres d'utilisations polyvalentes (MC), et de Zone d'installations de loisirs, sous-zone 1 (L1) à Zone d'installations de loisirs, sous-zone 2, exception urbaine XXXX (L2 [XXXX] H30), afin de permettre la présence d'une installation récréative et culturelle, d'un rajout au Centre récréatif Plant, d'un parc, d'une école primaire, d'une garderie et d'immeubles résidentiels, comme l'expose en détail le document 2.

3. Approuve l'intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la *Loi sur l'aménagement du territoire*, lors de la réunion du Conseil municipal prévue le 25 juin 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## **BACKGROUND**

### **Site location**

930, 1010 and 1030 Somerset Street West

### **Owner**

City of Ottawa

### **Applicant**

Stantec Consulting Ltd.

### **Description of site and surroundings**

The subject lands are at the southwest corner of Somerset Street West and Preston Street. The site has an area of 4.5 hectares; the lands at 930 Somerset Street West are currently occupied by the Plant Recreation Centre, designated under Part IV of the *Ontario Heritage Act*, and Plouffe Park, while the lands at 1010 and 1030 Somerset Street West are currently vacant.

The Trillium Pathway and the LRT Line 2 bound the site to the west and Oak Street is the south boundary. Surrounding features include Gladstone Village to the south and a mix of residential and commercial uses along Somerset Street West and Preston Street, with some light industrial uses further north of the site.

### **Summary of proposed development**

On March 10, 2021 [Council approved](#) the purchase of 1010 Somerset Street from Public Service Procurement Canada (PSPC) and directed staff to explore how a community hub concept could be developed in order to support the existing neighborhood, the Gladstone Village development to the south as well as meeting city-wide Council priorities. A project team conducted internal reviews of City services, and conducted discussions with government agencies, non-profit service providers and Indigenous groups to inform the concept plan design.

On December 11, 2024 Council approved, in principle, the subject site concept plan and directed City staff to pursue Zoning and Official Plan Amendments to facilitate the proposed development. Council also declared part of the property surplus and authorized staff to sell the parcel to the Conseil des Écoles Publiques de l'Est de l'Ontario (CEPEO), to construct an elementary school and child care facility.

The proposed development consists of a recreation and cultural facility, an addition to the Plant Recreational Centre, a park, an elementary school and daycare, residential buildings totaling approximately 608 units, and parking.

### **Summary of Requested Amendments**

The site is designated Downtown Core Transect, Corso Italia Protected Major Transit Station Area in the Official Plan. The Official Plan and Zoning By-law amendment seek to amend Chapter 3: Corso Italia Station Area of the West Downtown Core Secondary Plan and to rezone the lands from Mixed-Use Centre Zone, Maximum Floor Space Index of 1.5 (MC F(1.5)) and General Industrial Zone, Subzone 1, Maximum Building Height of 11 metres (IG1 H(11)) to Mixed-Use Centre Zone (MC) and from Leisure Facility Zone, Subzone 1 (L1) to Leisure Facility Zone, Subzone 2, Urban Exception XXXX, Maximum Building Height of 30 metres (L2 [XXXX] H30).

## **DISCUSSION**

### **Public Consultation**

For this proposal's consultation details, see Document 4 of this report.

## **Official Plan designations and policies**

The subject site is within the West Downtown Core Secondary Plan, Corso Italia Station District and is designated as Mainstreet Corridor, Mixed-Use Block, and Park on Schedule L of this Secondary Plan. The Mainstreet corridor is intended to include a broad range of uses, frontage and access along Somerset Street West. Site specific policies for the subject site includes generally mid-rise podiums, a limited Floor Space Index until a one-hectare park is provided, inclusion of a recreation complex and park, direction for parking to be accommodated largely underground, and how to design future development adjacent to the access to City Centre Avenue. For the portion of the site designated as a Mixed-Use Block, policy direction includes the continued use of the site for Plant Recreation Centre and that redevelopment of this site shall conserve the heritage value and attributes of the designated building and/or site. The Park designation policies speak to the need for balancing the increased density proposed through redevelopment with the inclusion of active and passive public park spaces within the district.

The proposed Official Plan Amendment shifts boundaries on these designations and modifies text within the Secondary Plan, to make it consistent with the proposed concept plan.

The lands are zoned Mixed-Use Centre Zone with a maximum floor space index of 1.5 (MC F(1.5)) and Community Leisure Facility Zone (L1). The proposed Zoning By-law Amendment shifts boundaries of Mixed-Use Centre and Leisure zones, and provides clarity on lot lines, consistent with the Council-approved concept plan.

## **URBAN DESIGN REVIEW PANEL**

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-Law Amendment application was held on April 4, 2025.

The panel's recommendations from the formal review of the Zoning By-law Amendment application can be found in Document 6.

The panel was successful in aiding in the implementation of the following:

- The school entrance, bus drop-off, vehicular integration, accessibility, podium heights, safety, sustainability, and architecture will be reviewed further through subsequent Site Plan applications.

The proposed development could not accommodate the recommendations of the panel for moving school buses away from the school. School buses cannot be placed further away from the school as the proximity of the bus drop off space to the school is important for safe travel in close distance for primary school-aged children. The school bus zone may provide future opportunities for useable amenity space for school and/or park events in off-school times and seasons.

### **Planning rationale**

The Official Plan contains policy direction for mixed-use development, and energy efficient communities, in close proximity to transit, which is achieved through this proposed development.

The plan has a high density of development, a one-hectare park, mixed uses, a mid-rise form adjacent to Somerset Street for high-rise buildings, and vehicle access primarily underground, consistent with the site-specific policies in the Official Plan. The site is within walking distance of Bayview and Corso Italia Stations, making it well placed for high-density housing and the range of non-residential functions proposed, consistent with its identification as a Protected Major Transit Station Area.

The plan includes opportunities for active transportation, a district energy plant to support sustainability objectives, concentrating the tallest buildings along the O-Train corridor to support transit use for residents and transition to low-rise areas, redevelopment of an underutilized site, preservation of a heritage resource, all in keeping with the intention of the West Downtown Core Secondary Plan.

The Plant Bath is a designated heritage building; however, a heritage permit is not required at this time. Heritage staff have reviewed the requested amendments and have no concerns. Additional heritage review will occur at a later date when alternations are proposed to the Plant Bath.

The proposal requires amendments to the Secondary Plan to shift the location of the future City Park, given the proposed recreation and cultural facility and school

requirements for proximity to one another and functionality. An amendment is required to permit a recreation and cultural facility less than five storeys; nevertheless, the policy intention for a mid-rise built form will still be met given the likely high ceiling heights of the Facility. Schedule M of the Secondary Plan and the Zoning By-law requires an amendment to permit a school of up to six storeys, an urban form that creates flexibility for the school, while minimizing the land required.

Some operational flexibility is required in order for future affordable housing provider buildings on Somerset Street and so an amendment is sought to exempt certain buildings from the requirement for non-residential active frontages. The intention of active frontages may still be pursued as part of future Site Plan Control applications. While the Secondary Plan restricts a through street from Somerset Street West to Oak Street, an amendment is required for a limited access laneway for school functionality.

The maximum Floor Space Index reflected in the current Mixed-Use Zone is proposed to be removed, as it was included to reflect a temporary restriction on density on the site until parkland has been secured, which is being done through this associated plan and processes.

Requested changes to the Zoning By-law include shifting boundaries of the mixed-use and leisure zones to reflect the concept plan, clarity on site frontage and future interpretations. Reducing the minimum front and corner yard setback will encourage street frontages consistent with the Secondary Plan. A reduction in interior side yard setback, removal of loading zone requirement for the school and flexibility on location of parking is consistent with an urban context and ensure efficient use of land.

Staff have been directed to pursue this proposed Official Plan and Zoning By-law Amendment. The proposed Louise Arbour School has been identified as an urgent need by the Conseil des Écoles Publiques de l'Est de l'Ontario. There are terms associated with the Mortgage Loan Agreement with CMHC for the construction of 300 units with a minimum of 150 meeting requirements for energy efficiency, accessibility, and affordability levels. Should the Official Plan and Zoning By-law Amendment be refused, there is a risk to the municipality for meeting the terms of the Mortgage Loan Agreement.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

## **CONSULTATION**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law Amendments including posting of several signs on the property and a mailout. Public engagement for the Concept plan prior to submission of the Official Plan and Zoning By-law Amendment applications was undertaken by the project team in two phases in June-October 2023 and May-August 2024. A summary of feedback and responses can be found in Document 4.

## **COMMENTS BY THE WARD COUNCILLOR**

The Councillor is aware of the application related to this report.

## **ADVISORY COMMITTEE COMMENTS**

Can be found in Document 7

## **LEGAL IMPLICATIONS**

As City-initiated official plan and rezoning applications, there is no right of appeal should the proposed amendments not be adopted. With the passage of Bill 185, as amended, an official plan and/or zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities. Should the amendments be adopted and in the unlikely event appeals were received, it is anticipated that the hearing could be conducted within staff resources.

## **RISK MANAGEMENT IMPLICATIONS**

There are risk implications of this Amendment not being approved. These risks have been identified and explained in the report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with approving the report recommendations. Should the Official Plan and Zoning By-law Amendment be refused, there is additional risk to the City for meeting the terms of the Mortgage Loan Agreement.

**ACCESSIBILITY IMPACTS**

The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

**ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed zoning by-law at this time. Servicing capacity requirements to be confirmed at time of site plan.

**TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all
- A city that is more connected with reliable, safe and accessible mobility options
- A city that is green and resilient

**APPLICATION PROCESS TIMELINE STATUS**

The statutory 120-day timeline for making a decision on these applications under the *Planning Act* will expire on July 18, 2025.

**SUPPORTING DOCUMENTATION**

Document 1 Location Map/Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Details of Recommended Official Plan Amendment

Document 4 Consultation Details

Document 5 Concept Plan

Document 6 – Urban Design Review Panel comments

Document 7 – Accessibility Advisory Committee and Vice Chair comments

**DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista

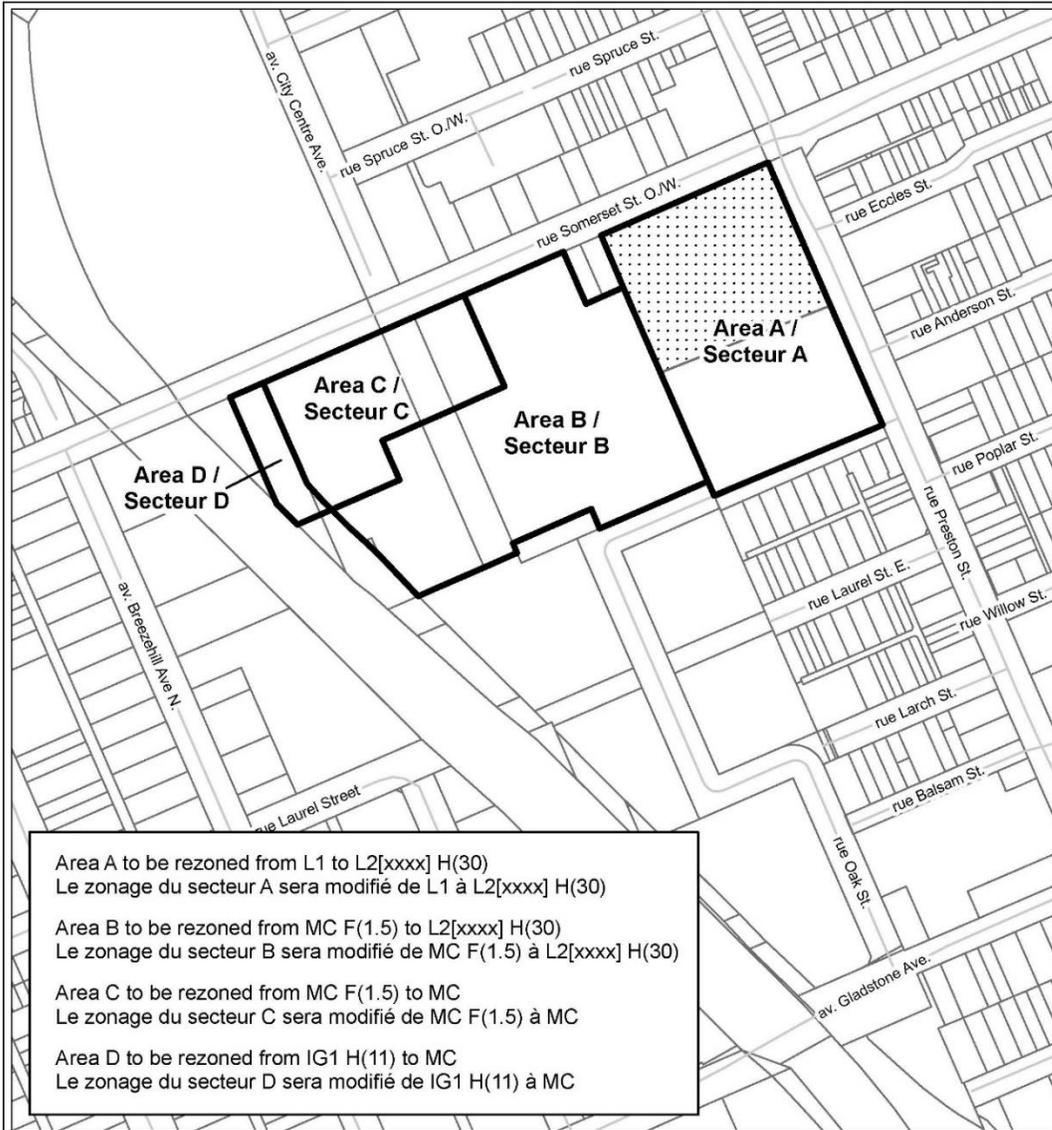
O'Brien, Program Manager, Tax Billing and Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map/Zoning Key Plan



Area A to be rezoned from L1 to L2[xxxx] H(30)  
 Le zonage du secteur A sera modifié de L1 à L2[xxxx] H(30)

Area B to be rezoned from MC F(1.5) to L2[xxxx] H(30)  
 Le zonage du secteur B sera modifié de MC F(1.5) à L2[xxxx] H(30)

Area C to be rezoned from MC F(1.5) to MC  
 Le zonage du secteur C sera modifié de MC F(1.5) à MC

Area D to be rezoned from IG1 H(11) to MC  
 Le zonage du secteur D sera modifié de IG1 H(11) à MC

		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-25-0015	25-0478-X	 <b>930, 1010, 1030 rue Somerset Street West / ouest</b>	
I:\CO\2025\ZKP\Somerset_930_1010			
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>		 Heritage (Section 60) Patrimoine (Article 60)	
<small>©Les données de parcelles appartient à Teranet Enterprises Inc.                  et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit                  sans autorisation. CECI N'EST PAS UN PLAN D'ARRENTAGE</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
REVISION / RÉVISION - 2025 / 05 / 06			

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 930, 1010 and 1030 Somerset Street West:

1. Rezone the lands as shown in Document 1
2. Add a new exception, [xxxx] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - a. In Column II, add the text, “L2[xxxx] H(30)”;
  - and
  - b. In Column V, add:
    - a. Lands affected by this exception are to be considered one lot for zoning purposes.
    - b. Despite any provision to the contrary, a lot line abutting Somerset Street West is considered the front lot line.
    - c. Minimum front or corner side yard setback: 0 m
    - d. Minimum interior side yard setback: 0 m
    - e. Required loading spaces for a school: 0
    - f. Required or provided parking for a use on abutting MC zone may be located in the L2 [xxxx] H(30) Zone

## Document 3 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX to the

Official Plan for the

City of Ottawa

### INDEX

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#### THE STATEMENT OF COMPONENTS

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

#### PART A – THE PREAMBLE

1. **Purpose**

To amend the West Downtown Core Secondary Plan, Chapter 3: Corso Italia Station Area by revising specific policies and schedules.

2. **Location**

The subject lands are at the southwest corner of Somerset Street West and Preston Street. The lands at 930 Somerset Street West are currently occupied by the Plant Recreation Centre and Plouffe Park while the lands at 1010 and 1030 Somerset Street West are currently vacant.

The Trillium Pathway and the LRT Line 2 bound the site to the west and Oak Street to the south. Surrounding features include Gladstone Village to the south and a mix of residential and commercial uses along Somerset Street West and Preston Street, with some light industrial uses further north of the site.

### 3. **Basis**

The subject site is within the West Downtown Core Secondary Plan, Corso Italia Station District and is designated as Mainstreet Corridor, Mixed-Use Block, and Park.

The proposed Official Plan Amendment shifts boundaries on these designations and modifies text within the Secondary Plan, to be consistent with the Council-approved concept plan.

#### **Rationale**

The Official Plan contains policy direction for mixed-use development, and energy efficient communities, in close proximity to transit, which is achieved through this proposed development.

The plan has high density of development, 1.0 hectare park, mixed-uses, mid-rise form adjacent to Somerset Street for high-rise buildings, and vehicle access primarily underground, consistent with the site-specific policies in the Official Plan. The site is within walking distance of Bayview and Corso Italia Stations, making it well placed for high-density housing and the range of non-residential functions proposed, consistent with its identification as a Protected Major Transit Station Area.

The plan includes opportunities for active transportation, a district energy plant to support sustainability objectives, concentrates tallest buildings along the O-Train corridor to support transit use for residents and transition to low-rise areas, redevelops an underutilized site, preserves a heritage resource, all in keeping with the intention of the West Downtown Core Secondary Plan.

The Secondary Plan requires Amendments to the Secondary Plan to shift location of the future City Park, given the proposed recreation and cultural facility and School requirements for proximity to one another and functionality. An amendment is required to permit a recreational and cultural facility less than five storeys, where the policy intention for a mid-rise built form will still be met given the likely high ceiling heights of the Facility. Schedule M of the Secondary Plan and the Zoning By-law requires an amendment to permit a school of up to six storeys, an urban form that creates flexibility for the school, while minimizing the land required.

Some operational flexibility is required in order for future buildings on Somerset Street and so an amendment is sought to exempt certain buildings from the

requirement for non-residential active frontages. The intention of active frontages may still be pursued as part of future Site Plan Control applications. While the Secondary Plan restricts a through street from Somerset Street West to Oak Street, an amendment is required for a limited access laneway for school functionality.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### **2. Details**

The following changes are hereby made to the Official Plan for the City of Ottawa:

1. The West Downtown Core Secondary Plan is hereby amended as follows:
  - a. Schedule L – to amend boundary for mixed-use block, main street corridor, park character areas, as shown on Schedule A.
  - b. Schedule M – to amend boundary of park designation and to permit a maximum height of six storeys for proposed school site
  - c. Schedule N – to amend boundary of park designation
  - d. Schedule O – to amend boundary of parcel five to include part of 1030 Somerset Street West
  
2. The West Downtown Core Secondary Plan Chapter 3 Section 4.1 is hereby amended as follows:
  - a. Add the following additional clarification to the last sentence of Policy 18) “with the exception of properties on the south side of Somerset Street between the O-Train Corridor and Preston Street.”
  - b. Delete the following existing reference to property addresses between policy 19) and 20) “1010 and 1040 Somerset Street West...” and replace with “930, 1010 to 1040 Somerset Street West...”

- c. Delete policy 23) and replace with, “Retail, commercial and/or other non-residential active frontages are required for development along the ground floor frontage of buildings along Somerset Street West, unless the development contains affordable housing as will be detailed through a contribution agreement with the City of Ottawa prior to construction.
  - d. Add the following after the last sentence of Policy 24,  
“Notwithstanding any other requirements in this Secondary Plan, a mid-rise frontage is not required for a recreation and cultural facility facing Somerset Street West.”
3. The West Downtown Core Secondary Plan Chapter 3 Section 5.2 is hereby amended as follows:
  - a. Add the following after the last sentence of Policy 6), “A laneway will be permitted to provide access exclusively for school buses, emergency vehicles and mobility access to a school.”
4. The West Downtown Core Secondary Plan Chapter 3 Section 5.4 is hereby amended as follows:
  - a. Delete policy 1) and replace with “A park of no less than 1.0 hectare shall be designated on 1010 Somerset Street West as shown on Schedule N: Corso Italia Station District Public Realm.”
  - b. Add the following new policy 14), “The boundary of the Green Transportation and Utility Corridor on Schedules L, M, and N is approximate and may be adjusted without an amendment to this Plan if a development proposal can demonstrate it advances the other policies of this section.”
5. The West Downtown Core Secondary Plan Chapter 3 Section 5.5 is hereby amended as follows:
  - a. Delete policy 11) and replace with “Surface parking lots are prohibited, unless accessory to a recreational facility or school. In limited cases, along private streets, surface parking may be permitted where it shall only be provided by parallel, on-street parking for long- and short- term parking. Surface parking for

ground-oriented residential units should be provided in the interior of the block and may not abut a public street.”

**3. Implementation and Interpretation**

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

**SCHEDULE A**



Prepared by: Planning, Infrastructure and Economic Development Department,  
 Services de la planification, de Géographie Analytique, Technologie et Solutions



Préparé par: l'Infrastructure et du développement économique,  
 Analyse géographique, Technologie et Solutions

D01-01-25-0008 2025-0478-A

MWP/2022 CP OPA/009A\_SchedA\_Somerset\_West\_SP\_SchedA

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Scale - N.T.S. / Echelle N.A.E

**SCHEDULE A to AMENDMENT NO.**

to the OFFICIAL PLAN for the CITY OF OTTAWA

**West Downtown Core Secondary Plan  
 Corso Italia Station District /  
 Schedule L - Character Areas**



LANDS TO BE DESIGNATED "MAIN STREET CORRIDOR"  
 TERRAINS À DÉSIGNER « RUES PRINCIPALES »



LANDS REDESIGNATED FROM "MAIN STREET CORRIDOR" TO "PARK"  
 TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « RUES PRINCIPALES » À « PARC »



LANDS REDESIGNATED FROM "PARK" TO "MIXED-USE BLOCK"  
 TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « PARC » À « ÎLOT À USAGE MIXTE »



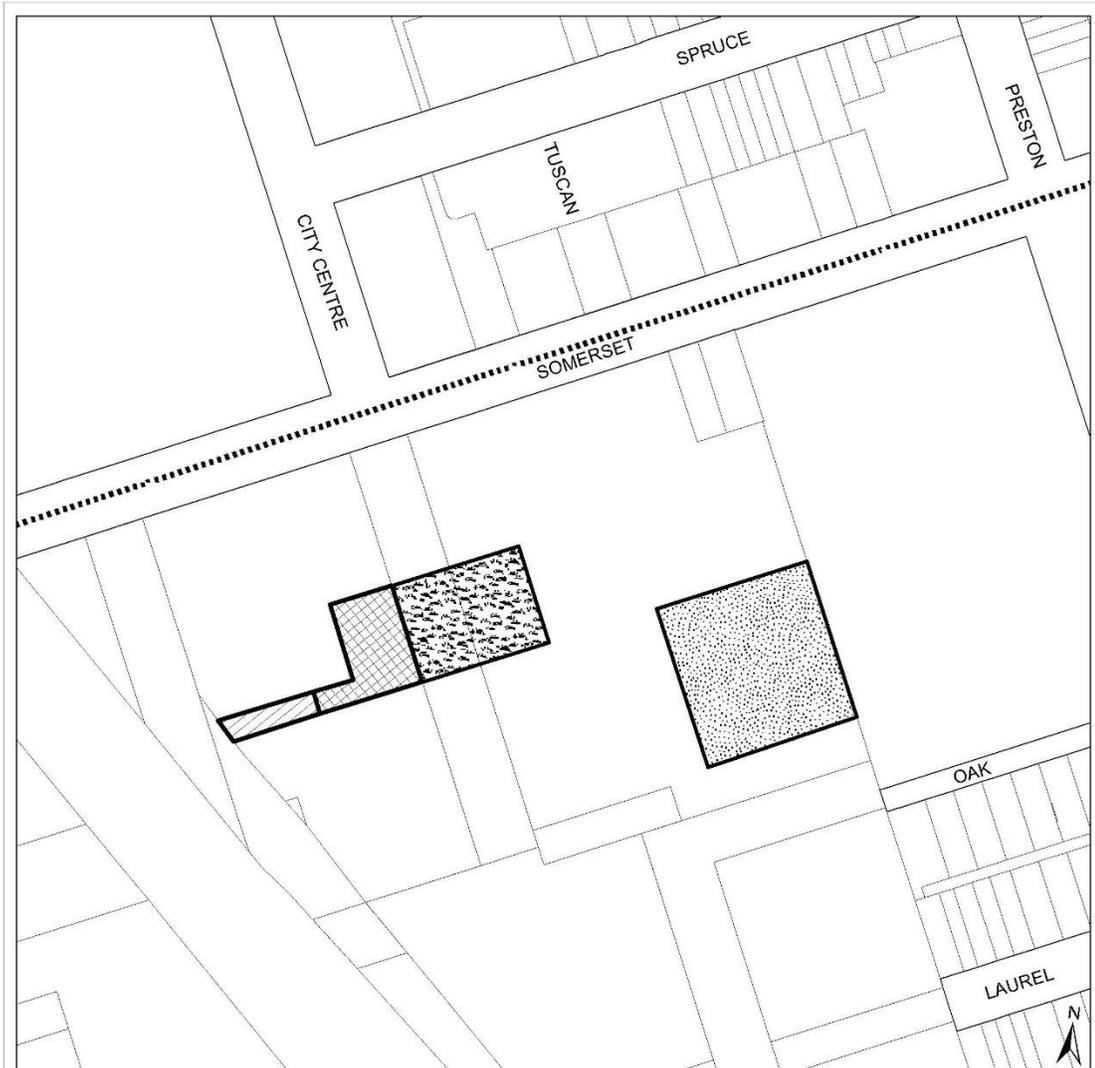
CORSO ITALIA STATION DISTRICT SECONDARY PLAN BOUNDARY/  
 LIMITE DU PLAN SECONDAIRE DU SECTEUR STATION CORSO ITALIA

**ANNEXE A de L' AMENDEMENT No.**

au PLAN OFFICIEL de la VILLE D'OTTAWA

**Plan secondaire Centre-ouest  
 Secteur de la station Corso Italia /  
 Annexe L - Secteurs à caractère pittoresque**

**SCHEDULE B**



Prepared by: Planning, Infrastructure and Economic Development Department,  
Services de la planification, de Géographie, d'Analyse, de Technologie et de Solutions



Préparé par: l'Infrastructure et du développement économique,  
Analyse géographique, technologie et solutions

D01-01-25-0008 2025-0478-A

M:\WP\2022\CP\OPAKOFA\_SchedB\_Somerset\_W\_Sp\_HeightScheduleM

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**SCHEDULE B to AMENDMENT NO.**

to the OFFICIAL PLAN for the CITY OF OTTAWA  
West Downtown Core Secondary Plan  
Corso Italia Station District /  
Schedule M - Maximum Building Height and Tower Location

**ANNEXE B de L' AMENDEMENT No.**

au PLAN OFFICIEL de la VILLE D'OTTAWA  
Plan secondaire Centre-ouest  
Secteur de la station Corso Italia /  
Annexe M – Hauteur de bâtiment maximale et emplacement des tours

-  LANDS REDESIGNATED FROM "30 STOREYS" TO "PARK" /  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << 30 ÉTAGES >> À << PARC >>
-  LANDS REDESIGNATED FROM "25 STOREYS" TO "PARK" /  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << 25 ÉTAGES >> À << PARC >>
-  LANDS REDESIGNATED FROM "18 STOREYS" TO "PARK" /  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << 18 ÉTAGES >> À << PARC >>
-  LANDS REDESIGNATED FROM "PARK" TO "6 STOREYS" /  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << PARC >> À << 6 ÉTAGES >>
-  CORSO ITALIA STATION DISTRICT SECONDARY PLAN BOUNDARY /  
LIMITE DU PLAN SECONDAIRE DU SECTEUR STATION CORSO ITALIA

**SCHEDULE C**



Prepared by: Planning, Infrastructure and Economic Development Department,  
 Services de la planification, de Géographie, d'Analyse, Technologie et Solutions



Préparé par: l'Infrastructure et du développement économique,  
 Analyse géographique, Technologie et Solutions

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**SCHEDULE C to AMENDMENT NO.**

to the OFFICIAL PLAN for the CITY OF OTTAWA

**West Downtown Core Secondary Plan  
 Corso Italia Station District /  
 Schedule N - Public Realm**

**ANNEXE C de L' AMENDEMENT No.**

au PLAN OFFICIEL de la VILLE D'OTTAWA

**Plan secondaire Centre-ouest  
 Secteur de la station Corso Italia /  
 Annexe N - Domaine public**



LANDS TO BE DESIGNATED AS "PARK"  
 TERRAINS À DÉSIGNER « PARC »



LANDS TO BE REMOVED FROM "PARK" DESIGNATION /  
 TERRAINS À RETIRÉS DE LA DÉSIGNATION « PARC »



CORSO ITALIA STATION DISTRICT SECONDARY PLAN BOUNDARY/  
 LIMITE DU PLAN SECONDAIRE DU SECTEUR STATION CORSO ITALIA

**SCHEDULE D**



Prepared by: Planning, Infrastructure and Economic Development Department,  
Services de la planification, de Géospatial Analytics, Technologie and Solutions



Préparé par: Infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions

D01-01-25-0008 2025-0478-A

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Revision:

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE D to  
AMENDMENT NO.**

to the OFFICIAL PLAN  
for the CITY OF OTTAWA

West Downtown Core Secondary Plan  
Corso Italia Station District /  
Schedule O - Key Properties or Areas Noted  
in Secondary Plan Policy



LANDS TO BE ADDED TO MAINSTREET CORRIDOR AREA #5 - 1010 AND 1040 SOMERSET STREET WEST  
TERRAINS À AJOUTER AU CORRIDOR DE LA RUE PRINCIPALE, SECTEUR N° 5 - 1010 ET 1040, RUE SOMERSET OUEST



CORSO ITALIA STATION DISTRICT SECONDARY PLAN BOUNDARY/  
LIMITE DU PLAN SECONDAIRE DU SECTEUR STATION CORSO ITALIA

**ANNEXE D de  
L' AMENDEMENT No.**

au PLAN OFFICIEL  
de la VILLE D'OTTAWA

Plan secondaire Centre-ouest  
Secteur de la station Corso Italia /  
Annexe O - Propriétés importantes ou secteurs  
relevés dans la politique  
relative au plan secondaire

## **Document 4 – Consultation Details**

### **Notification and Consultation Process**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law Amendments.

Prior to the submission of the application, the 1010 Somerset project has prioritized community engagement through an Engage Ottawa page. The platform serves as a central hub for residents and stakeholders to access project information, provide feedback, and stay informed about ongoing initiatives. Since launching, the Engage Ottawa page has received 12,300 visits, along with hundreds of public comments and feedback.

Signage was posted along Somerset and Preston streets, adjacent to Plant Recreation Centre and the 1010 Somerset site, with QR codes linking to the Engage Ottawa page. Additionally, signage was placed inside Plant Recreation Centre with illustrations of the draft concept plan.

A virtual meeting was conducted via Zoom on June 26, 2024, to allow members of the public to ask questions and provide direct feedback.

The project team also conducted drop-in sessions to receive feedback from users of the Plant Recreation Centre as a means of engaging with impacted residents who otherwise may not have provided feedback via Engage Ottawa, Zoom, or email.

Public engagement for the Concept plan prior to submission of the Official Plan and Zoning By-law Amendment applications was undertaken by the project team in two phases in June-October 2023 and May-August 2024.

### **Public Comments and Responses**

1. Comment: Concern with shadowing from future towers.

Response: No change has been requested to increase tower heights as part of this application.

2. Comment: Concern with inclusion of parking lot and parking garage.

Response: Surface parking is required for the functionality of the existing Plant Recreation Facility and the future recreation and cultural facility, and so is only

proposed as accessory to permitted uses. On future review, the initial request for parking garage and parking lot has been removed as a stand along parking garage and parking lot is not contemplated in the plan.

3. Comment: Concern with park being provided under 1.0 hectare and that it should extend all the way from Preston to the O-train corridor as per the Secondary Plan.

Response: The park provided is 1.0 hectare and has been provided on-site in a manner that balances requirements for a school, recreation and cultural facility and future affordable housing on site.

4. Comment: Concern with land south of the school being considered Park.

Response: This parcel will be retained by the City and used as a connecting piece of parkland between larger new parcel and the existing Plouffe Park.

5. Comment: Concern with proposed laneway from Somerset Street West to Oak Street.

Response: The proposed amendment includes wording to restrict access for this lane. Details on how best to restrict access whether by gates, bollards and/or signage will be determined through the future Site Plan Process.

6. Comment: Concern with provision of bus lane. If buses are required for the school, it shouldn't be built in this neighbourhood.

Response: Regardless of the urban context, the catchment area and varied requirements of students for the proposed school does not lend itself to a requirement for all students to walk or bike to school. Limited provision of school buses must be accommodated, and the location proposed on-site had advantages over provided school bus lay-bys on already constrained city rights-of-way in the vicinity. The school will be promoting active transportation to the site to the extent possible.

7. Comment: Concern with suggested wording for Secondary Plan amendment to permit laneway.

Response: The wording of recommended amendment has evolved from the initially sought provisions through the review process. Recommendation is based on internal discussion and balancing requirements for flexibility with certainty.

8. Comment: Concern with how Oak Street will function as either one-way or two-way traffic and how traffic will be calmed there.

Response: A process is underway for an improved functional design of Oak Street which will consider potential provision of sidewalks, landscaping, traffic calming measures and direction of travel.

9. Comment: Concern with how people will cross Oak Street and the new laneway.

Response: The process for improved functional design of Oak Street will review crossings to school site. If required, interim measures will be provided through the Site Plan Control process to ensure safe travel for pedestrians to the school.

10. Comment: Maintain pathway connection from Somerset Street bridge to Trillium Pathway.

Response: The pathway is intended to be maintained as part of future development and obligations still exist within the Secondary Plan for this. Changes proposed are to permit flexibility in the provision of this pathway, potentially incorporated into a future development.

11. Comment: Future pathways should separate space for walking and cycling.

Response: This will be considered as pathway design evolves.

12. Comment: Concern with feedback deadlines.

Response: The application has been reviewed in accordance with *Planning Act* timelines. There is also some urgency for school construction in recognition of the present situation, and the advancement of a recreation and cultural facility, park, and affordable housing components in a timely manner is important.

13. Comment: Concern with a Recreation Centre not being mid-rise.

Response: The proposed recreation and cultural facility will contain high ceilings and a street presence that meets the intent contained within the Secondary Plan for a mid-rise built form.

14. Comment: Concern with removal of active frontage requirement for buildings with affordable housing.

Response: Partner agencies who provide affordable housing may not be able to accommodate in all circumstances active non-residential frontages and the City must balance the policies that require this with the priority for provision of affordable housing. The proposed amendment seeks to meet the intent of the provision, while providing flexibility for affordable housing to proceed.

15. Comment: Concern with basketball court being turned into surface parking.

Response: Any amenities lost as part of proposed development are intended to be incorporated into the future recreation and cultural facility and/or park. Plans are being reviewed presently in order to potentially retain the existing basketball court while providing access to the school.

16. Comment: Concern that land proposed to be sold to School Board has increased since December.

Response: The size of land required for the school site has increased based on evolving discussion. In keeping with that, the park size has adjusted concurrently to maintain the 1.0 hectare provision requirement.

17. Comment: Concern with removal of mature trees along Plouffe Park for access road and other tree removals as part of development blocks.

Response: There will be tree removal and tree planting as part of the development. Efforts will be made to retain non-invasive distinctive trees as plans evolve.

18. Comment: Concern that development will impact resale value of nearby homes.

Response: Changes in property values are not part of planning review for Official Plan and Zoning By-law Amendments.

19. Comment: Improvements should be made for pedestrians and bicycles on Somerset and Preston Streets.

Response: That is outside the scope of the review for Official Plan and Zoning By-law Amendment but will be reviewed as site plans are submitted for future uses.

20. Comment: Floor Space Index should not be removed. It has a direct relationship with green space provision.

Response: Built form is constrained sufficiently through performance standards without additional restrictions in Floor Space Index. The site location lends itself to additional

density. The Parkland By-law obligates the provision of Parkland without obligating a relationship to Floor Space Index through zoning.

21. Comment: Concern with details shown on plans submitted with the applications, such as Landscape Plans and Transportation Studies.

Response: Plans and studies are not approved as part of the Official Plan and Zoning By-law Amendment. As part of next stage of detailed review for the school and future recreation and cultural centre, the project can evolve.

22. Comment: When will Site Plan Control happen?

Response: Indications are that the submission of a Site Plan Control application for the proposed school will occur shortly.

23. Comment: Will the infrastructure and access constraints over park lands impact the 1.0 hectare conveyance?

Response: The Secondary Plan contains direction to include pedestrian and cyclist access through park land. Access routes and existing infrastructure areas are included within the 1.0 hectare park conveyance.

24. Comment: More housing and an expanded recreation centre is welcome.

Response: Staff concur.

25. Comment: Support for the new school to proceed.

Response: Staff concur

## Community Organization Comments and Responses

### **Catherine Boucher – Dalhousie Community Association – President – Plouffe Park Plant Pool Expansion Coalition (P4X) Coalition Comments**

Present residents in the neighbourhoods immediately surrounding the 1010 Somerset Development (Hintonburg, Dalhousie) realize that not only they, but also, the 14,000 new residents expected soon to fill intensification projects already underway and those slated to reside in the five new apartment buildings planned for the 1010 site itself, will be critically affected by the decisions taken today on the design of the 1010 Development.

Therefore, in 2021 four community associations formed a coalition to help funnel their common perspective from life lived surrounding the proposed new development into the planning processes. A consensus was formed around the principle that for the future health of everyone, the most critical need was to protect as much outdoor green/recreation space as possible. This need is particularly important as the area already has a huge deficiency in green space compared to the rest of the city. (0.54 hectares per 1,000 compared to a city-wide average of 2.35 hectares). Also, the Coalition recognized the pre-eminent importance of the site for active transportation (pedestrian and cyclist) routes and a pivotal role in the connectivity of the existing communities to the east and west and the future communities to the north and south.

To date, P4X has worked hard at each iteration of the plan to mitigate the continual erosion of, not only, existing green space, but also, the amount of additional green space detailed in the West Downtown Core Secondary Plan Chapter 3, Corso Italia Station Area. This slippery slope away from fundamentally sound planning principles embedded in City planning documents is continuing in these OP and Zoning By-Law amendments. Therefore, the P4X can not support them.

#### **SURFACE PARKING**

Certainly, there can be no sound planning rationale for INCREASING surface parking by amending present zoning to allow existing park/recreation land to be used as parking lot. (Appendix D: Proposed Site Specific L2 [XXX] Zone Provisions Part 15: Urban Exceptions). The extra parking spaces are shown as replacing a basketball court and pickleball practice area and there is no equivalent area being compensated for these loses in the provision of the new parkland.

Also, this parking is shown right in the heart of what should potentially be a core intersection of the active transportation route connecting the two parts of the park. This area could provide essential linkages to the Plant Recreation Centre and pool from points to the south-west including Gladstone Village and Hintonburg via the planned Laurel St. bridge over the LRT Trillium Line.

No additional surface parking should be allowed when that land is far more precious for other uses including active transport and connectivity. All vehicles can go underground while people walking and cycling can not be so easily directed underground. What happened to an earlier plan where the underground parking would enter as currently shown but exit directly opposite that entrance on the eastern side of the new recreation building eliminating any need for vehicular traffic to the south of the proposed overpass between the two recreation centres (except for emergency vehicles around the proposed buildings and a half a dozen school buses twice a day)? If mechanical gates ensured only school bus access, it might then still be possible to safely design that area as multipurpose hard surface recreation space and critical active transport linkage space. **NO ADDITIONAL SURFACE PARKING SHOULD BE PERMITTED.**

### **MINIMUM HEIGHTS ALONG SOMERSET ST**

What happens along Somerset St. will be critical to the daily health, safety, and enjoyment of residents in the six proposed residential buildings and the pedestrians to the east from Chinatown and the west from Hintonburg. It will also affect the amount and accessibility of the green space to the south of the proposed buildings. If buildings go up, they can achieve the same floor space functionality on a smaller building footprint. If those buildings are adjacent to green space the result can be to achieve more green space.

Since green space is so critical there is NO justification for relaxing the minimum height designation of mid to high rise along Somerset St. Thus, the proposed amendment in Appendix A 4.1. 24) can not be supported on the basis of providing affordable housing.

A recreation centre need not be exempted from mid-rise designation as rooms other than gyms can be built over or even have residential above them. There can be no justification for using such valuable land for a sprawling low-rise building. If

the proposed future mid rise building D were to be incorporated into the proposed recreation centre complex space it would be possible to have parkland opening onto Somerset St. This direct access onto the park from Somerset would enhance both the use and value of the street and the park. **THE EXISTING MINIMUM HEIGHTS SHOULD BE MAINTAINED TO ENSURE A BETTER USE OF SCARCE LAND**

### **ACTIVE STREET FRONTS**

If the strip of Somerset between Preston and the O-Train line is to be transformed from its present bleak wasteland and serve as a vibrant connection between the existing communities, it needs to be as pleasant and enticing as the shopping districts to the East and West. Therefore, it is critical that every building along that section has active frontage. Appendix A 4.1. 23 should not be allowed to exempt certain types of residential buildings. Recreation centres need not be exempt either. For example, commitment to Indigenous involvement could allow a street facing art and craft shop or indigenous café in such a complex. **THERE SHOULD BE NO EXCEPTIONS TO ACTIVE STREET FRONTS ALONG THE SOMERSET STREET PART OF THE DEVELOPMENTS**

### **TRILLIUM MULTI-USE PATHWAY CONNECTIVITY**

The present functionality of the Trillium Multi-Use Pathway MUP is integral to the life of residents in the surrounding areas. It allows people moving from the east or west easy north-south connectivity to areas further away (University, Ottawa River) and vice versa. It would be foolhardy to relinquish the existing route until a workable and acceptable alternative solution can be designed. Appendix A 72) which would give up the access ramp from the MUP to Somerset should not be included in the amendments. Any new design should not weaken but rather strengthen the valuable things which the community already has. **THE CURRENT CONNECTIVITY OF THE MULTI-USE PATHWAY TO SOMERSET ST SHOULD NOT BE RELINGUISHED UNTIL AN EFFECTIVE ALTERNATIVE IS DESIGNED**

## **TOTAL AREA OF NEW PARK**

With every iteration of the plans for the 1010 Somerset Development the total green space and active recreation space in the now 930,1010, and 1030 Somerset St. W. Development shrinks. The creation of the Bus Drop Off Lane has shrunk the size of Plouffe Park and necessitated giving up the basketball, pickleball, and volleyball area without compensation.

Now the area to be sold to the School Board has grown by eight per cent since City Council approved the Concept Development Plan in December 2024. It is still not clear where the District Heating Plant will be located without further reducing existing or potential green space. The proposed residential towers and recreation centre create currently create too big a building footprint to allow the site to provide the agreed upon green space. As the process continues to unfold there needs to be a concerted effort to find ways to increase, not decrease, proposed green space. A tower needs to be eliminated, or stacked on the recreation centre, or some functions in the recreation centre stacked. Perhaps tower C is one tower to many. Viable alternatives for bus to door drop off for the school have been proven in other cities and need to be revisited here. Building footprints need to shrink not expand with each new iteration of the plans. **THE CONSTANT ATTRITION OF NEW GREEN SPACE OVER THE COURSE OF THE PLANNING AND IMPLEMENTATION OF THIS DEVELOPMENT MUST BE REVERSED IF THIS SPACE IS TO LIVE UP TO ITS POTENTIAL AS A VIBRANT NEW COMMUNITY ESSENTIAL TO KNITTING TOGETHER EXISTING COMMUNITIES TO THE EAST AND WEST WITH NEW COMMUNITIES TO THE NORTH AND SOUTH.**

What should have been an exciting joint venture between a coalition of invested communities and City experts to build a beautiful and vibrant new area bridging two rich historic communities seems to be turning into a rear-guard action to fight for every crumb (or inch of green) possible. Surely working together towards some common goals can only strengthen the quality of the final outcome.

**Ed McKenna – Dalhousie Community Association – Chair Mobility  
Committee**

I'm writing to point out a few areas of concern arising from the Transportation Impact Assessment undertaken by the city to support its application to amend the OP and ZBL at 930, 1010 and 1030 Somerset Street West.

1. Boundary Street Design

The measures recommended in the TIA (p. 43) to improve the level of service for pedestrians and bicycles on Somerset Street West and Preston Street should be implemented as part of the initial phases of the development of the site, which include the French-language elementary school.

The TIA points out that the boundary streets do not meet PLOS and BLOS targets. This is a safety and security issue for the many hundreds of children who will attend the school, and the thousands of persons of all ages who will be eventual users of the site.

The TIA provides measures [that] could be considered including widening sidewalks, enhancing sidewalk buffers and reducing speed limits. If the City's application is successful, development must include these and similar measures to ensure the boundary streets have met PLOS and BLOS targets by the time the elementary school opens.

2. Vehicle Access Points - Oak Street

The City's application will sanction a concept plan that includes a new southbound vehicular route through the site, including across the west side of Plouffe Park to Oak Street. The TIA identifies this route as one of three site access points, which will function as the general vehicular entry/exit point for the future school. (p. 40)

The Oak Street access point, as proposed in the concept plan, requires an amendment to the West Downtown Core Secondary Plan, which specifically prohibits any through street, from Somerset West to Oak Street.

The language proposed by the City to amend the secondary plan, (Planning Rationale, p. 21) is vague and ambiguous in its current form. It should be amended as follows: A laneway will be permitted to provide access exclusively for school buses exiting the site.

Mobility access is provided via the Somerset Street West access points.

### 3. Active Transportation Connections

The TIA identifies seven (7) active transportation connections to the boundary active transportation network. The first is at Trillium Trail at the west frontage of the site (p.41).

The Dalhousie Community Association has stated in its comments on the proposed amendment that the current boundary transportation network connection at the west and northwest frontages of the site must be preserved. Instead, in the concept plan, and very clearly in the Grading Plan, the pedestrian and cycling ramp is not included in the residential development site proposed for this area.

More than this, the City proposes to amend the secondary plan with a new policy to allow it to 'adjust' the boundary of the Green Transportation and Utility Corridor that protects the pedestrian and cycling pathway, including the ramp that provides access to the south side of Somerset Street West. (Planning Rationale, p. 21) This change is illustrated in Schedule N - Public Realm, where the area is shown as 'removed' from the corridor. This amendment should not be made to the secondary plan, and the physical integrity of the corridor should be preserved.

It should also be noted that the development of much needed cycling infrastructure on Somerset Street West is compromised by this amendment. (TIA p. 43, Planning Rationale, p. 56)

#### **David Seaborn – Dalhousie Community Association – Chair Planning and Development**

Comments are organized per Appendix "A" and "D" of Planning Rationale.

Re: Appendix A Proposed Amendments to the West Downtown Core Secondary Plan Chapter3, Corso Italia Station Area

#### 4.1 Character Areas and Their Built Form

Addition to 24): "A recreation Facility or public school facing Somerset Street West need not have a mid- rise frontage". This is an unacceptable gross waste of public land and resources. No planning rational is provided for this under-development.

In fact the OP (4.4.3) requires the City to " Provide new parks in the Downtown Core" and furthermore (c) "for parks to be prioritized". Presently the downtown core has a mere 0.54Ha of park/1000 (City avg. =2.53) and the population in the Corso Italia

District is planned to increase by 14,000 persons. Accordingly, every possible means to increase parkland should be pursued. A three-storey building is a waste of scarce urban land.

New 23:) "A residential building in which at least 80 per cent of dwellings are considered affordable is exempted from the requirement for non-residential active frontage." This will result in less than half of the street between Preston and the O-train having active frontage. Why should the City not follow its own rules and goals? No planning rationale is presented that justifies such a change.

#### 5.2 New Streets and Active Transportation Network (Somerset to Oak Lane)

Addition to 6): " Exclusively" is the absolutely essential word here.

Aggressive traffic calming measures will be essential to minimize traffic infiltration and to maximize the safety of park users. As well, at several public meetings, gates were promised by City staff in order to close the lane except when school buses must go through.

#### Green Transportation and Utility Corridor: Western Boundary

New 72): This proposal is premature. It should not be included at this time. IF and when there is an "innovative design solution making efficient use of land while enhancing the Trillium Multi-Use Pathway", let's see what it is first, and then make appropriate modifications. This is 'a pig in a poke'.

Re: Appendix "D": Proposed Site Specific L2 [ XXX] Zone Provisions Part 15: Urban Exceptions

Additional land uses permitted: Delete "Parking Lot"

This is contrary to the Secondary Plan Art. 5.1 item 13) "Prohibit Surface Parking".

To that end the Secondary Plan's "Vision Statement" is to " Expand and promote active transportation" and to "Support use of transit and active transportation".

There are also two LRT stations within 600 metres of this site.

On this basis, there is no planning rationale for ANY surface parking.

It is also stated on p.46 that "existing surface parking abutting Plant Street (sic) will be maintained in its current configuration". At the moment there are exactly 42 parking stalls on site abutting the Plant Recreation Centre including four handicap spots. Enhancing the public realm by REDUCING the amount of surface parking is the correct goal.

Please also note that no parking stalls should encumber the area between the existing play structure area south of the PRC and the "Service" Woonerf which passes between the Rec. Facility and the school; because this is the primary pedestrian route of parents and children linking the new park and the play structure area.

#### Missing FSI in MC Zone

It is argued in the 'Planning Rationale' (p.24) that the existing FSI cap may be removed because the development allocates the requisite area of parkland. However, the FSI should be adjusted, not eliminated. It is a ratio because there is a direct positive ratio between FSI and green space. Therefore the resulting scale of development should not be unlimited. The total GFA and number of units (p.16) should be written into the zoning, or else, the FSI they represent should be prescribed.

#### OTHER ISSUES

##### AREA OF NEW PARK:

The school area allotted keeps growing. City Planning Committee approved only 2,952m<sup>2</sup> on December 3, 2024. It is now shown eight% larger at 3,183m<sup>2</sup>.

We do not consider it legitimate to consider the "lawn" at the south front of the school, with its wide school entrance plaza and presumably paths to the fenced school yard, as "park".

The MC apartment zone will need to be shrunk to maintain the full 1.0 hectares of park which is required to be provided.

## SCHOOL SETBACK FROM OAK

The proposed lawn area to the south of the school which is being retained by the City will provide an appropriate setback for the 6 storey school from the low-rise residential on the south side of the existing and new Oak Street.

## STORAGE BUNKER:

The 'Landscape' Plan, (but not the 'Concept' Plan) has introduced a storage bunker blocking the pedestrian route between the play structure area and the "service" Woonerf. An alternate location is needed

## TRANSPORTATION STUDY

Article 1.1.1 (p1) indicates an anticipated total of 300 new units whereas 608 are actually planned. Then on p.42 only 430 units are listed. Is this report predicated on incorrect information?

We could not find any reference to the effect of traffic calming on existing Oak Street. Traffic calming is required by the Secondary Plan.

## Active Transportation Connectivity

The existing ramp from the apex of Somerset down to the Trillium Multi-Use Path has gone missing. The preservation of a cycle-able and barrier-free connection needs to be written into the proposed amendments. This connection needs to be added to list at 3.1.2.3 (p41). This is a key connector to/from Somerset Street, especially to/from the west, not just for bicyclists, but also for pedestrians, wheelchairs and strollers

## 3.2 Parking (p.42)

'No parking is "required" for the school'. If the school wishes to have parking, it must be underground so as to conform to the Secondary Plan's prohibition of surface parking.

## Bikes

Residential bike parking in such a high-density urban setting should be 1:1, not 0.5. A mere seven spaces for the new Rec. Facility is absurdly insufficient.

## TREES

We are pleased to note that along Oak Street, the most of the existing trees ("G4", "G3") that are just inside the park fence, will be retained. We do not see why "G5" is only shown as half retained.

The century old American Elm, (tree #77) at the northwest corner of the PRC lot needs to be aggressively protected well before any construction activities commence.

The Dalhousie Community Association was wondering when the Site Plan Control circulation would happen. Is there a schedule, or an idea about when that might happen?

**Response to Community Association Comments:** Comments from Community Association overlap with those provided from public and so all comments have been summarized and responded to above.



## Document 6 – Urban Design Review Panel comments

### Key Recommendations

- The Panel supports this beautiful proposal and expresses strong appreciation for the concept of a public realm fabric that ties the village together.
- The Panel acknowledges the complexity of the site and appreciates how the team has capitalized on these complexities—particularly the grading—to create a dynamic relationship between the development and Somerset Street, both at grade and below grade.
- The Panel highlights the value of the proposal’s deliberate effort to connect neighborhoods and enhance integration with the surrounding street network.
- The Panel supports the urban school model and integration of playgrounds, describing it as precedent-setting not only in Ottawa but from a Canadian perspective.
- The Panel raised concerns regarding the school entrance, bus drop-off, and vehicular integration, and encouraged the design team to continue exploring solutions.
- A suggestion was made to consider placing school buses further away from the school to allow for a short walk, referencing traditional school arrival experiences that could benefit the morning routine and enhance the public realm.
- The Panel encourages further exploration of accessibility, particularly within the residential neighborhood, given the grade changes across the site.
- The Panel has concerns with the application of a two-storey podium expression along the entire Somerset frontage and suggests additional study of the podium heights.
- The Panel recommends evaluating where podiums might be elevated and where gaps could be closed in to reinforce the Somerset Street edge.
- The Panel appreciates the variety of terracing approaches along the residential components.
- The Panel suggests simplifying the materiality across the project to support cohesion and clarity in design.

## **Site Design and Public Realm**

- The Panel supports the concept of porosity but is concerned that the porosity may resemble too much of a tower in the park proposal when viewed along Somerset Street. Understanding the importance of how the open spaces will be used and animated over time.
- The Panel encourages a more detailed examination of the transition at the Somerset Bridge, emphasizing its importance as an urban interface or gateway feature and calling for unique design responses.
- The Panel highlights the importance of well-designed pedestrian connections and outdoor rooms framed by buildings, especially between the recreation centre, future school, and parks.
- The Panel encourages enhancements to the street character, particularly Street A, to foster a coherent walking and public realm network.
- The Panel has concerns with having the school surrounded by roads on three sides and recommends considering future phasing options that improve school connectivity and reduce vehicular adjacency for children safety.
- The Panel supports a thoughtful approach to border conditions and stresses the need for safe and seamless connections between the school, adjacent streets, and the park.
- The Panel suggests exploring opportunities to create vibrant, stronger animated edges, particularly at locations that will experience high pedestrian flows during events or peak school times.

## **Sustainability**

- The Panel underscores that sustainability in this context extends beyond energy and materials to include stormwater management, grading, and landscape integration.
- The Panel suggests using stormwater as a visible, integrated design asset-potentially as a feature or organizing element of the public realm.
- The Panel encourages an overall sustainability framework that includes biodiversity, indigenous placemaking, and microclimate considerations, beginning at this early Master Plan stage.

- The Panel emphasizes that these sustainable strategies should be embedded in the site infrastructure and landscape now, so that they may inform and guide future development partners and phases.

### **Built Form and Architecture**

- The Panel appreciates the urban school typology and its potential to deliver a compact, multi-level educational facility, but recommends refining the school's architectural expression to reflect its identity more clearly.
- The Panel suggests reconsidering the neutral architectural language of the school, proposing a more playful and colourful palette that distinguishes it from adjacent residential towers.
- The Panel recommends reconsidering building massing, particularly the spacing between towers, and exploring alternate forms such as extending the podiums to minimize the apertures between towers along Somerset Street.
- The Panel encourages taking advantage of the base building and podiums to enhance architectural presence and support functional uses such as underpass integration and tunnel connections.
- The Panel emphasizes the need to ensure the interface between buildings and grade contributes to a safe, well-lit, and inviting public realm, especially in relation to the proposed underpass.
- The Panel recommends using articulation, and materiality to reinforce identity and avoid the monotony of an overly neutral palette, especially for key civic components, like the school.

## **Document 7 – Accessibility Advisory Committee and Vice Chair comments**

### **Accessibility Advisory Committee**

An important fact to consider:

This important site development is within the Downtown Core. Given the unique circumstances of location as well as the various components of the “phased initiative to create a community hub combining an expanded recreational and cultural facility, an elementary school with integrated daycare centre, and additional park;” the project has a direct impact on the existing Plant Recreation Centre. Therefore, it would be wise to consider improving access to the community pool for disabled and seniors with mobility issues. Currently access to this central facility is seriously curtailed by the insufficient accessible parking spaces. Plant Recreational facility has an extraordinary pool which services for people with disabilities are enhanced by a water lift-chair. However, it is not used as it should be due to a very limited accessible parking space available. Currently there are only four (4) accessible parking spaces which do not suffice the demand.

While the space where the current accessible parking spots are located is constrained, it is worthwhile to consider exploring the possibility to increase the number of accessible parking spaces to enhance the opportunities for people with disabilities and seniors with mobility issued facility to use this central and well-equipped pool for swimming as well as water therapy to improve their quality of life. Swimming and water therapy helps to strengthen muscles which directly contribute to enhancing balance and stability.

#### **Other Parking Considerations**

- The City Planner has to provide the total number of accessible parking spaces provided and their location. By the same token, the City Planner shall provide a copy of the parking facilities drawings.

Having said that, the issue of total parking spaces in this project tends to be confusing. According to the Official Plan and Zoning By-law Amendment Proposal Summary, the “plan contemplates an addition to the Plant Recreational Community Centre, a parking lot containing no more than 60 spaces and a four-level underground parking garage with approximately 150 parking spaces.”

In the document entitled Reference: 930 and 1010 Somerset Street West Urban Design Review Panel Report, in the section “Project Stats (page 48/52) it reads the following:

PUBLIC PARKING (350sq.ft / space)

P1 LEVEL = 185

P2 LEVEL = 185

P3 LEVEL = 185

P4 LEVEL = 185

Total = 740 parking spaces. However,

Surface Public Parking = 70 spaces

However, there is not a clear indication as to how many accessible parking spots are offered and in which category: A or B.

Residential Underground Parking

P1 LEVEL = 202

P2 LEVEL = 202

Total = 404 Parking spaces

No references or indication of accessible parking spaces

But in page 49/52 Four (4) accessible parking spaces at the ground level are identified with the corresponding icon.

On page 49/52 it reads “...PARKING

GARAGE 165 SPACES / FLOOR” Given the circumstances that access to the drawing for the different parking facilities was not possible, it was impossible to locate accessible parking spaces if they are provided. The issue of accessible parking is vital as many people of disabilities use their own transportation as ParaTranspo unfortunately does not provide a reliable service.

Within the project’s updated application summary in reference to parking one reads...” The plan also contemplates an addition to the Plant Recreational Community Centre,

a parking lot containing no more than 60 spaces and a four-level underground parking garage with approximately 150 parking spaces” However, important information regarding accessible parking spaces is not included and without drawing it makes it more challenging to determine the number and location of accessible parking spaces.

An additional request refers to providing information on the total residential units that this development will provide. Although there is a note that reads “Of the 608 residential units proposed 150, or 25 % of units proposed, will be considered affordable units.” However, for the reviewer to confirm the number as well as to inform if accessible units will be provided in case that accessible units will be provided, please indicate the No.

Please provide information regarding accessible features in public parks. If this is the case what kind of accessible features are included. Please provide drawings.

#### Final Remarks

Given the importance of this project for the City of Ottawa, it requires attention to details on accessibility features in this Official Plan and Zoning By-law Amendment application to permit a mixed-use development of 930, 1010 and 1030 Somerset Street West.

Without prejudice the member of the Accessibility Advisory Committee (AAC) reviewing this file assumes that this file perhaps has been reviewed on all the aspects and important accessible requirements when the plans for this development were submitted for revision by the AAC in the initial process, if one took place. However, this assumption cannot undermine the relevance and responsibility to ensure that this development considers the importance of compliance and to include all accessibility features that can contribute to enhancing the quality of life of people with disabilities and seniors.

#### **Accessibility Advisory Committee – Vice Chair**

Many thanks for sending to our Committee for review and input. My comments are for more clarity. On the site plan they do mention that shops and building will be accessible, but there is not mention as to how that accessibility will be implemented. Perhaps it is too early in the planning stage for those details. We would need to know on items such as:

- Availability of accessible parking
- Doors appropriate widths for assistive devices

- Automated doors
- Soft curbs for people with assistive devices at key points
- Alarms and elevators in buildings having accessible options for people hard of hearing and those that may be low vision

It could be I'm missing this in the many documents they have in their proposal. If they could point us to the specific ones that relate to accessibility, should I have missed them somehow, it would be much appreciated. And if it is too early for those types of details as mentioned above, do let us know.