

930 & 1010 Somerset Street West

Planning Rationale
Official Plan Amendment and Zoning By-law Amendment



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City of Ottawa

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930 & 1010 Somerset Street West

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Executive Summary

Stantec Consulting has been retained by the City of Ottawa to prepare this Planning Rationale in support of concurrent Official Plan Amendment and Zoning By-law Amendment applications for their property located at 930 & 1010 Somerset Street West in the City of Ottawa.

The existing Plant Recreation Centre and Plouffe Park are situated at 930 Somerset Street West. The property at 1010 Somerset Street West was previously owned by the Federal Government of Canada and operated by Public Services Procurement Canada (PSPC), formerly known as Public Works & Government Services (PWGS) Canada. In 2015, the warehouse building on this site was demolished, leaving two two-storey administrative buildings accessible via Somerset Street West. The City of Ottawa purchased these lands in 2021 as part of an agreement with PSPC and the Canada Mortgage and Housing Corporation (CMHC).

The City of Ottawa conducted an extensive iterative process, including public consultations and community engagement, to finalize a Final Concept Plan. The major elements for site development, as determined by the City of Ottawa, include:

- New parkland for public use
- A City of Ottawa recreation facility
- A French elementary school and daycare facility
- Expansion of the existing Plant Recreation Centre
- Mixed-use private development
- Affordable housing
- A District Energy System

The Concept Plan is designed to balance community feedback with the operational requirements of the various proposed uses within the community hub. While the concept aligns with the goals and objectives of the West Downtown Core Secondary Plan, it does not meet some of the more prescriptive provisions of the secondary plan.

To facilitate the proposed development, an amendment to the West Downtown Core Secondary Plan (Volume 2B of the Official Plan) is required. The proposed amendments are limited to Chapter 3: Corso Italia Station Area of the West Downtown Core Secondary Plan.

We propose to rezone the northwest portion of the property (allocated for affordable and market residential and mixed-use development) to Mixed-Use Centre (MC Zone). The balance of the site will be zoned to Major Leisure Facility (L2 Zone) with site-specific provisions tailored to the site's unique features and context.

This Planning Rationale demonstrates how to proposed Concept Plan and concurrent Official Plan and Zoning By-law Amendments are consistent with the Provincial Planning Statement, conform to the Official Plan, and achieve the goals and objectives of the West Downtown Core Secondary Plan.



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1 Introduction

Stantec Consulting has been retained by the City of Ottawa to prepare concurrent Official Plan and Zoning By-law Amendment applications for their properties located at 930 and 1010 Somerset Street West. The properties are home to the Plant Recreation Centre, Plouffe Park, and a former federal warehouse complex.

The City of Ottawa (the City) is undertaking a phased initiative to create a community hub combining an expanded recreational and cultural facility, an elementary school with integrated daycare centre, and additional park space. Additional lands facing Somerset Street West will be developed as affordable housing and market housing with retail space facing Somerset Street West.

The Final Concept Plan was presented to the public in August 2024 and endorsed by Council in December 2024. The concept is informed by community feedback received through public engagement through the summer and fall of 2023. The project team worked to refine the concept plan based on this community feedback while maintaining all the proposed elements. Multiple iterations were developed and tested with subject matter experts to balance various engineering, transportation, and planning challenges.

The Final Concept Plan will be implemented in stages over the coming years to combine seven key elements:

1. **Expansion of Plant Recreation Centre:** a second floor addition to part of the existing recreation centre. The addition will accommodate a modest increase to programming and office space.
2. **New recreation and cultural facility:** a multi-level complex to include gymnasiums supporting a wide range of sports and activities such as basketball, pickleball, badminton, floor hockey and dance was identified. The facility will also include spaces for cultural programming and community uses.
3. **New parkland:** one hectare of new public park land.
4. **Elementary school and daycare centre:** a parcel to construct a 4–6 floor school with a childcare facility and a raised connection to the future gymnasium space in the new recreation and cultural facility is included
5. **Affordable housing:** Ensure the development of a minimum of 150 affordable housing units.
6. **Market housing:** An area identified for market base housing and sold with provision of a minimum yield of 150 units.



7. **District energy facility:** An area reserved for a possible distribution node/plant for district energy. The City is exploring leveraging district energy to meet the heating and cooling needs of buildings within the concept plan.

Certain features of the Final Concept Plan do not comply with the West Downtown Core Secondary Plan-part of the City's Official Plan. While the Final Concept Plan combines community feedback, the needs of various site users, and the original purchase agreement's requirements, there are a limited number of Secondary Plan policies which require amendment to implement the plan. To advance development of the community hub the City is seeking an amendment to the Official Plan to adjust policies and schedules as they affect 930, 1010, and 1030 Somerset West.

An amendment to the Zoning By-law (rezoning) is also proposed to rezone part of the site. The rezoning will tailor the site's zoning requirements to support implementation of the Final Concept Plan while permitted flexibility between the different uses within the site.

This Planning Rationale has been prepared in support of the Official Plan and Zoning By-law Amendment applications to demonstrate that the proposed development and requested amendments are appropriate for facilitating a desirable and efficient use on the subject property for a mixed-use intensification in the city.

1.1 Site Context and Surrounding

The site is located within the neighbourhood of Centretown West (within Ward 14). It is bounded to the north by Somerset Street West, to the east by Preston Street, to the south by Oak Street and Gladstone Village, and to the west by the Trillium Pathway and Line 2 corridor. The site is located in Ottawa's historic Little Italy neighbourhood in close proximity to Chinatown and Hintonburg. The area is characterised by an urban built form of low to mid-rise buildings framing streets arranged in a regular grid. Several mixed-use and residential high-rise buildings are currently proposed or under construction along the Line 2 corridor. The neighbourhood has a vibrant mix of uses ranging from residential, open space, and institutional to service and retail commercial, and light industrial.

The subject site is composed of several abutting parcels of land which are now owned by the City of Ottawa- three which are identified by discrete municipal addresses. The legal description and existing uses for both properties are as follows:

- 930 Somerset Street West is bounded by Somerset Street West, Preston Street, and Oak Street. The property houses the existing Plant Recreation Centre and Plouffe Park. The property is legally described as *Part of Block 115 on Registered Plan 13 except as in CR243835, Parts 2 to 4 on Plan 4R-34716, City of Ottawa*.
- 1010 Somerset Street West is located immediately west of the first property (930 Somerset Street West). It is bounded by Somerset Street West, Oak Street, and the Trillium Line Corridor immediately to the west. The property houses a former Public Works and Government Services



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Canada warehouse and administration building. The property is legally described as *Parts 1, 6, and 9 on Plan 4R-34981 and Part 1 on Plan 4R-28806 save and except Part 8 on 4R-34981, City of Ottawa.*

- 1020 Somerset Street West is located immediately west of the second property (1010 Somerset Street West) and is defined as part of the former Lorretta Street right-of-way (now closed as a street but retained by the City). The property is legally described as *Part of Loretta Avenue on Registered Plan 73 as closed by CR395083, Part 4 and 5 on Plan 4R-34981, City of Ottawa.*

For the purposes of this rationale the entirety of the City of Ottawa's landholdings is referred to as the "subject site", or "site".



Figure 1: Aerial imagery of the site (orange) and surrounding context.

The properties have a combined area of 4.5 hectares and approximately 612 m of frontage on Somerset Street West (broken frontage), Preston Street, and Oak Street. The site is irregular in shape and occupied by the existing Plant Recreation Centre, Plouffe Park, and a former warehouse and administrative building previously operated by Public Services and Procurement Canada.

The site is located at the intersection of Somerset Street West and Preston Street. Both streets are significant two-lane urban arterials which act as mobility corridors as well as the focus of commercial activity within the neighbourhoods they traverse. A viaduct allows Somerset Street West to cross Line 2 and connect Centretown neighbourhoods east of the site with Hintonburg and Wellington Street West. The viaduct elevates the street above the surrounding lands, restricting access to the west portion of the site.



Two privately-owned properties, 1000 and 1002 Somerset Street West, are surrounded by the site on three sides and operated as a restaurant and a Buddhist congregation. However, these properties do not form part of these applications.

Further to the south of the subject property, Ottawa Community Housing (OCH) and the City of Ottawa have been spearheading the Gladstone Village development – a new mixed-use community focussed on transit-oriented development, walkability, and affordable housing. This new subdivision will result in approximately 1,100 new residential units and is expected to be completed by 2026.

The following are uses located immediately surrounding the site and seen in Figures 4 to 6:

North: Somerset Street West bounds the site to the north. Two properties, 1000 and 1002 Somerset Street West, are surrounded by the site and divide its frontage on Somerset into two sections. The opposite side of Somerset Street West is characterised by one-storey commercial and two-storey mixed use buildings with at-grade commercial. Further north, the character of the neighbourhood is generally similar consisting of low-rise residential, commercial, and light industrial. 100 City Centre is a multistorey light industrial warehousing facility located northwest of the site that has been transitioning into an entertainment and retail hub.

East: Preston Street bounds the property to the east. The opposite side of Preston Street is characterized by one to three storey residential and commercial uses. Fire Station 11 is located opposite the site at 135 Preston Street at the corner of Eccles Street. Further east the neighbourhood is characterized by low-rise mixed-use residential use.

South: Oak Street and Gladstone Village bound the property to the south. Oak Street is a local bidirectional street with several detached and converted dwellings. The lands immediately to the south of the site are part of the Gladstone Village development which includes a mixed-use new community.

West: The Trillium Pathway and the Trillium Line rail corridor are located directly to the west of the site. Lands occupied by the Trillium Pathway are a patchwork of parcels owned by the City of Ottawa and National Capital Commission. Further west, the character of the neighbourhood consists of low-rise residential and a mix of commercial and light industrial uses.

1.2 Transportation Network

The subject site is surrounded by significant arterial streets, frequent street transit routes, rapid transit facilities, and active mobility infrastructure.

Somerset Street West is an urban arterial that connects the neighbourhoods of Centretown to the City's western neighbourhoods of Hintonburg, Westboro, and beyond. Somerset is a two-lane urban cross-section with wider sidewalks, one-street parking and intermittent cycling lanes. Bus Route 11 provides



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frequent weekday transit service along Somerset Street West with stops at the intersection with Preston Street.

Preston Street is also an urban arterial which connects Carling Avenue to Albert Street and acts as the commercial spine of Little Italy. Somerset is a two-lane urban cross-section with wider sidewalks, one-street parking. Bus Route 85 provides frequent weekday transit service along Preston Street with stops at the intersection with Somerset Street West.

The site is less than 600 m walking distance between two stations on Ottawa's light rail network. Bayview Station is located north of the site and serves as a transfer station between O-Train Lines 1 and 2, as well as connections to frequent street transit service (Routes 16, 61, 63, 66, 75, and 85). Corso Italia Station is located south of the site and served by O-Train Line 2 and connections to street transit (Routes 14, 85, and 114).

The Trillium Pathway forms part of the City's Crosstown Bikeway network connecting Chief William Commanda Bridge to cycling facilities along Prince of Wales Drive. The multiuse pathway provides various connections within the neighbourhood and operates as an active mobility corridor paralleling Preston Street.



Figure 2: OC Transpo Network map showing the site (orange) and various light rail and frequent street transit routes.

1.3 Site History

The subject property encompasses three distinct components that will be developed as part of this proposal (seen in). These are explained as follows:

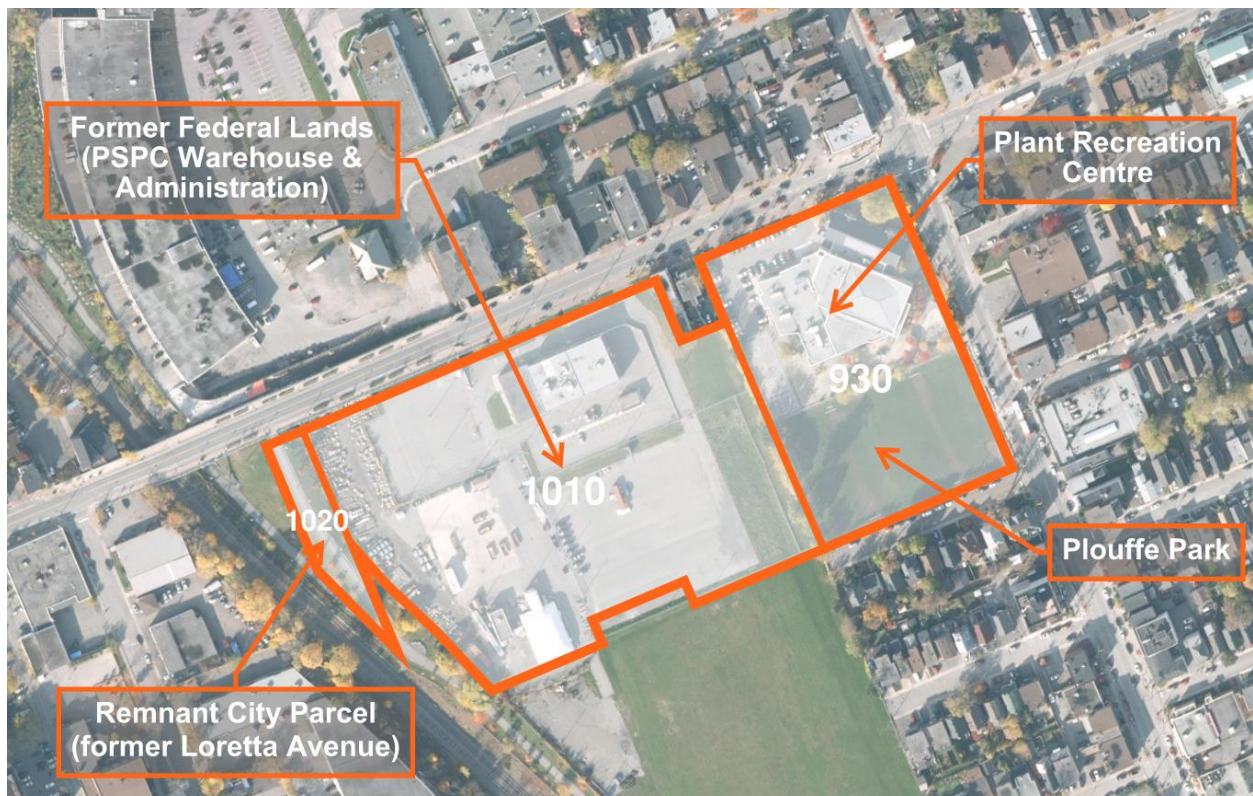


Figure 3: Aerial imagery of the subject site (orange) with four significant features (discussed below) and civic address numbers. The site is composed of three parcels owned by the City of Ottawa.

Plant Recreation Centre (930 Somerset Street West)

The Plant Bath, named after former Ottawa mayor Frank Plant, was originally constructed in 1924 to improve hygiene and wellbeing within the city's working neighbourhoods. After major renovations in the early 1980s the site was designated under Part IV of the Ontario Heritage Act in 1994. The facility was closed three years later as the building was determined unsafe. In 2004, after a major renovation and expansion, Plant Bath was rebranded to become the Plant Recreation Centre, providing aquatic training and leisure opportunities for the community. It continues to be a designated heritage property and a recreational, leisure and community service hub to surrounding neighbourhoods.

Plouffe Park

Plouffe Park, located immediately south of the Plant Recreation Centre, is one of Ottawa's oldest City-owned parks. The park is named after former councillor Moise Plouffe who led the initiative to purchase the lands in 1902. From being used as circus grounds and recruitment area during the World War to evolving as a park for the community, Plouffe Park is a valued greenspace. At present, Plouffe Park accommodates two lighted soccer mini fields, one full and one half basketball court, a beach volleyball court, playground equipment, and a splash pad. The two soccer fields are sunken below the elevation of surrounding streets and function as a stormwater detention area during significant storm events.



Figure 4: Above: View from Plant Recreation Centre play area looking southeast across Plouffe Park. Dwellings on Oak Street are in the background. Below View of Plouffe Park from Oak Street looking northwest. Preston Street is in the background.



Former Federal Lands (1010 Somerset West)

The largest parcel of land comprising the site is 1010 Somerset West. The parcel previously housed a large warehousing facility and administrative building owned by the federal government and operated by Public Works & Government Services Canada (now Public Services Procurement Canada, or PSPC). In 2015 the warehouse building was demolished, with two two-storey administrative building remaining near the Somerset Street West frontage. The lands were purchased by the City of Ottawa in 2021 as part of an agreement between the City, PSPC, and Canada Mortgage and Housing Corporation (CMHC).



Figure 5: Above: Looking south from Somerset Street West over the former federal lands. The former administrative building is located to the left out of frame.
Below: View of the former administrative building looking west. The Somerset Street West viaduct (right) crosses O-Train Line 2 and the Trillium Pathway in the background.

Due to the grade change between Somerset Street West and the parcel there are limited access opportunities. To provide an alternate site access, an underpass was created beneath Somerset Street West from City Centre Avenue. The underpass has limited clearance and is now closed to vehicles.



Figure 6: Underpass beneath Somerset Street West connecting the former federal lands to City Centre Avenue. The underpass is closed to vehicular traffic.

Former Loretta Avenue (1020 Somerset West)

The final parcel is addressed as 1020 Somerset Street West. It constitutes a remnant piece of Loretta Avenue separated from its southern section by the former Canadian Pacific Rail corridor (now the O-Train Line 2 corridor). The parcel was never developed as a public street and is currently occupied by a multiuse pathway connection from the Trillium Pathway to Somerset Street West.

1.4 City Acquires Former Federal Lands

In 2017, Ottawa Community Housing (OCH) purchased 933 Gladstone Avenue, a vacant 3.3 hectare site from Public Service Procurement Canada (PSPC). The site, now known as Gladstone Village, is currently under development by OCH as a transit-oriented urban community abutting Corso Italia Station.

At the time lands to the north the abutting 2.9 hectare parcel- 1010 Somerset Street West, was identified as an important part of this larger city building effort. In March 2021, Council approved the purchase of 1010 Somerset Street West from PSPC and directed City staff to explore how a community hub concept



could be developed to support the existing neighborhood, Gladstone Village, and advance Council's city-wide priorities.

1.5 Concept Plan Development and Evolution

City staff assembled a dedicated project team to develop a concept plan for the subject site. Hobin Architecture was retained to develop the concept plan, which was informed by discussions with government agencies, non-profit service providers, and Indigenous groups to inform the concept plan design.

An integral component of the community hub concept is to include other mutually beneficial uses that would create synergies in public services. The development of a primary school and childcare facility was explored and, in March 2021, Council authorized staff to execute a Memorandum of Understanding (MOU) with the Conseil des Écoles Publiques de l'Est de l'Ontario CEPEO to study developing a primary school, together with a childcare facility.



Figure 7: Initial Concept Plan for the subject site prepared by Hobin Architecture. The concept proposed relocating Plouffe Park further west to locate the school next to Preston Street.

City staff engaged with community members and the public by hosting a series of public consultations, surveys and virtual consultations. An initial concept plan (Figure 7, above) was presented to the public through a series of public engagement events through the summer and fall of 2023. The initial concept plan proposed relocating Plouffe Park west on the site to provide the new elementary school and childcare centre with frontage and access to Preston Street. Based on feedback from the community and technical reviewers City staff and Hobin Architecture began developing a new concept plan which was again presented to the public through a series of engagement events in the spring and summer of 2024. The most significant feedback received was the preservation of Plouffe Park and the community's keen interest in establishing an elementary school.

The Final Concept Plan was developed to address both community and technical feedback on the initial concept plan by retaining Plouffe Park in its current location, shifting the RCFS facility and other buildings north to frame Somerset Street, and reducing the amount of surface parking. The Final Concept Plan is discussed in detail in Section 3 of this Rationale.



2 Existing Land Use Planning Context

2.1 Official Plan

The site is within the Downtown Core Transect (Schedule A). Due to the site abutting Preston Street, majority of the site (within 220 m of the centreline of Preston Street) is designated Corridor with an Evolving Neighbourhood Overlay per the City of Ottawa Official Plan (Schedule B1). The balance of the property is designated Minor Corridor and Hub. Despite the Corridor designations, the site's location within a Hub means that maximum building height are determined by the policies of the Hub designation. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service.

The site is also identified as a Protected Major Transit Station Area (PMTSA) (Annex C1). PMTSAs generally permits uses that include a “*range mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions*”. The location is particularly important as Bayview Station is where Lines 1 and 2 meet, and the site is also within walking distance of Corso Italia Station.



Figure 8: Left: Extract from Schedule B1 of the Official Plan. The site is designated Corridor, but subject to policies of the Hub designation and the Evolving Neighbourhood Overlay.
Right: Extract from Annex C1 of the Official Plan. The site is designated as a Protected Major Transit Station Area (PMTSA).

Somerset Street West and Preston Street are designated as Arterial Roads on Schedule C5 of the Official Plan. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

2.2 West Downtown Core Secondary Plan

The site is located within the Corso Italia Station District, part of the West Downtown Core Secondary Plan (Volume 2A of the City's Official Plan). The West Downtown Secondary Plan provides a greater level of policy detail than the Official Plan and seeks to transform "*the district area into a future south-western edge to the City's future larger downtown*". Corso Italia Station will be key in advancing the Secondary Plan's vision to:

- *Expand and promote active transportation opportunities*
- *Support the use of transit and active transportation to improve the local environment and public realm*
- *Improve the quality of spaces for local residents and visitors to the district.*
- *Concentrate the most dense and tallest buildings along the O-Train corridor to support transit use for new residents and to provide built form transitions to existing low-rise areas.*
- *Re-develop vacant or underutilized sites to support and enhance a high-quality urban fabric.*
- *Preserve the heritage and character of the area.*
- *Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.*
- *Promote net-zero carbon greenhouse emissions in new developments to achieve sustainable success.*

Character Areas

Schedule L of the West Downtown Secondary Plan designates different parts of the site as three separate character areas.



Figure 9: Extract of Schedule L of the West Downtown Core Secondary Plan showing the site (orange) and Character Areas. The site is designated Mixed-Use Block, Main Street Corridor, and Park



- The existing Plant Recreation Centre is designated Mixed-Use Block
- The north half of the former federal lands are designated Main Street Corridor, and
- The existing Plouffe Park and former federal lands to the west are designated Park

Maximum Building Heights

Schedule M of the Secondary Plan provides guidance on the permitted heights applicable for the Corso Italia Station district. Maximum building heights transition from six storeys abutting Preston Street to a maximum of 30 storeys abutting the Trillium Pathway and Line 2 corridor.

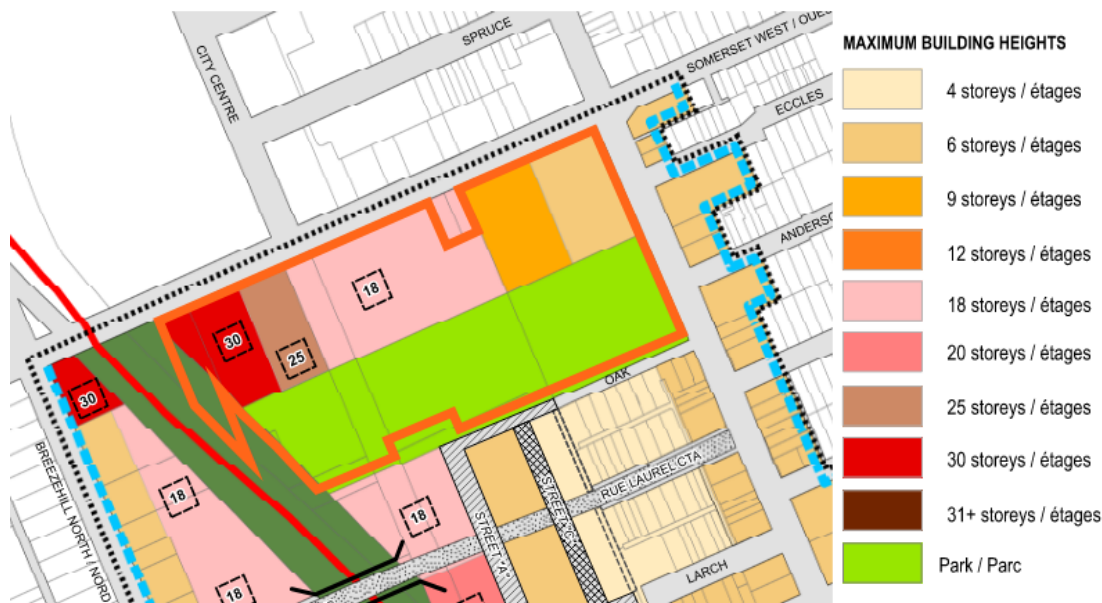


Figure 10: Extract of Schedule M of the West Downtown Core Secondary Plan with the site (orange) and maximum building heights. Maximum heights increase closer to the Trillium Pathway and Line 2 corridor.

2.3 Zoning By-law 2008-250

The site is currently zoned Mixed-Use Centre Zone (MC F(1.5)) and Community Leisure Facility Zone (L1). A small portion of the site is also zoned General Industrial (IG1 H(11)). The intent of the Mixed-Use Centre Zone is to permit a range to accommodate a combination of transit-supportive uses such as offices, institutional facilities, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses. The provisions of the Mixed-Use Centre Zone allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings.



The intent of the Community Leisure Facility Zone (L1) is to permit recreational uses that meet the needs of the surrounding community and impose regulations which ensure that the scale and intensity of these uses is compatible with any adjacent residential uses.

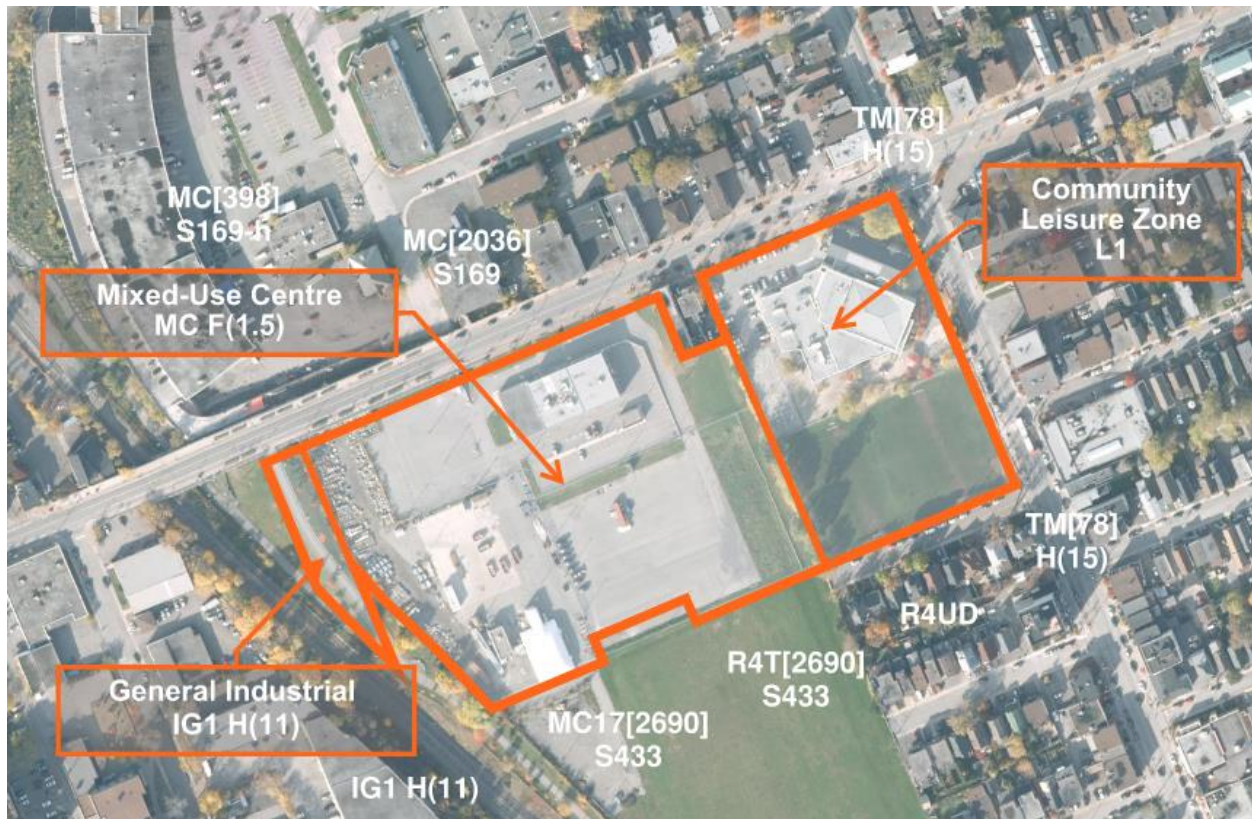


Figure 11: Current zoning of the subject site is General Industrial, Mixed-Use Centre, and Community Leisure. Lands surrounding the site are a range of industrial residential, mixed-use, and open space zones.

The Plant Recreation Centre and lands surrounding the facility are also affected by the Heritage Overlay. The overlay is applied to properties to ensure that any modification to their built form (an addition, additional floors, etc.) prompts a review under the provisions of the *Planning Act*. Section 60(1) of the Zoning By-law describes the intent of the Heritage Overlay and states:

Where a building in an area to which an heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.

It should be noted that the Heritage Overlay provisions of the Zoning By-law differ from any form of heritage designation under the *Ontario Heritage Act*.



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2 Existing Land Use Planning Context

The site is affected by the Mature Neighbourhoods Overlay. The overlay is intended to influence the character and built form attributes of low-rise residential development in particular urban neighbourhoods.



3 Proposed Development

The City is undertaking a phased initiative to create a community hub combining an expanded recreational and cultural facility, an elementary school with integrated daycare centre, and additional park space. Additional lands facing Somerset Street West will be developed as affordable housing and market housing with retail space facing Somerset Street West.

The Final Concept Plan was presented to the public in August 2024 and endorsed by Council in December 2024. The concept is informed by community feedback received through public engagement through the summer and fall of 2023. The project team worked to refine the concept plan based on this community feedback while maintaining all the proposed elements. Multiple iterations were developed and tested with subject matter experts to balance various engineering, transportation, and planning objectives.

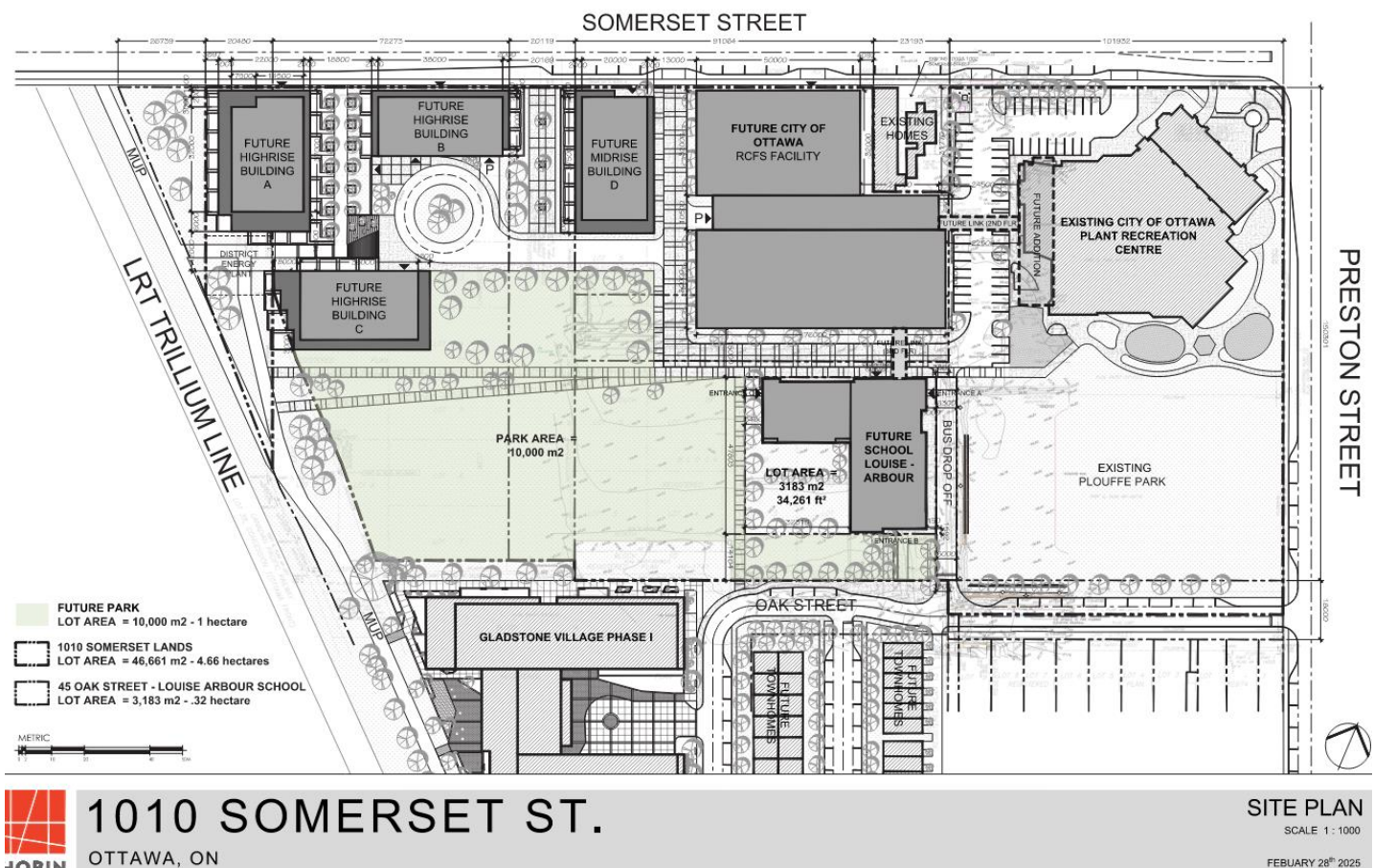


Figure 12: Concept Plan prepared by Hobin Architecture. Minor refinements have been made to the Concept Plan since the December 2024 version as design of the school has advanced.



The Final Concept Plan will be implemented in stages over the coming years to combine the following seven components:

Site Element	Description
1 Plant Recreation Centre Expansion	<ul style="list-style-type: none"> An expansion to the Plant Recreation Centre including elevated pedestrian walkway to the future RCFS. Gross Floor Area (GFA): approximately 1,140 m² (part of the existing Plant Recreation Centre would be demolished)
2 Recreational and Cultural Facility (RCFS)	<ul style="list-style-type: none"> The new RCFS will be a 3-storey complex supporting a range of sports, recreation, and arts and culture-related spaces Total GFA: approximately 10,220 m² Four-level underground parking garage for approximately 150 vehicles
3 New Park	<ul style="list-style-type: none"> One hectare of additional park space The features and recreational facilities of the new park will be developed at a later stage.
4 French Elementary School and Daycare	<ul style="list-style-type: none"> The four to six-storey school will be designed to accommodate approximately 449 students while the daycare could accommodate 88 children. Total GFA: approximately 5,580 m² Site design and Site Plan Control review is underway in parallel with the current Official Plan and Zoning Amendment applications.
5 High-Rise Building A	<ul style="list-style-type: none"> The concept proposes two high-rise residential towers located on four-storey podiums framing Somerset Street West. Total GFA: approximately 19,119 m² Residential units: 236 units Potential for commercial-retail space facing Somerset Street West. Further details will be provided through a future Site Plan Control application
High-Rise Building B	<ul style="list-style-type: none"> The concept proposes two high-rise residential towers located on four-storey podiums framing Somerset Street West. Total GFA: approximately 15,539 m² Residential units: 181 units Potential for commercial-retail space facing Somerset Street West. Further details will be provided through a future Site Plan Control application
High-Rise Building C	<ul style="list-style-type: none"> The concept proposes one additional high-rise residential tower located over a four-storey podium framing the new park. Tower height of up to 15 storeys. Total GFA: approximately 8,236 m² Residential units: 98 units Further details will be provided through a future Site Plan Control application



Mid-rise Building D	<ul style="list-style-type: none"> • The concept proposes one mid-rise residential tower located on a four-storey podium framing Somerset Street West. • Total GFA: approximately 7,627 m² • The concept proposes a mid-rise building with three-storey podium. Up to nine storeys in total • Residential units: 93 units • Further details will be provided through a future Site Plan Control application
6 District Energy Plant	<ul style="list-style-type: none"> • A potential district energy plant is positioned in the lower level of high-rise buildings A and C to provide heating and cooling needs of the buildings within the concept plan.

Of the 608 residential units proposed 150, or 25% of units proposed, will be considered affordable units.

The following sections discuss different facets of the Final Concept Plan and how their design responds the site's context.

The Concept Plan, and applications at hand, are intended to establish a land use planning framework to coordinate the various projects which will transform the site. Many of the urban design policies of the Official Plan are most appropriately applied once each project is considered. As future Site Plan applications and project phases advance each will demonstrate how it conforms with the Official Plan's urban design policies. The following section will provide a broad discussion of how the arrangement of uses, building massing, and mobility pathways will facilitate opportunities for future individual projects to demonstrate design excellence, support a walkable 15-minute community.

Access and Connectivity

The Final Concept Plan establishes a tight-knit network of sidewalks and multiuse pathways which connect the surrounding network to and through the site. The underpass beneath Somerset Street West will be improved to provide grade-separated pedestrian and cycling access to the site from City Centre Avenue. Trillium Pathway access will be provided by a new multiuse pathway traversing the north side of the new park.

Vehicle driveways and lanes have been arranged to limit travel speed, prevent cut-through traffic, and prioritize pedestrians and cyclists, while maintaining necessary school bus and parent drop off areas to support the elementary school and daycare facility. An additional access to Somerset Street West will provide access to the affordable housing block, future high-rise residential, and underground parking access on the west side of the proposed Recreation and Cultural Facility (RCFS facility). The existing driveway accesses and surface parking west of the Plant Recreation Centre would be maintained and extended south.

To provide a safe drop off area for students being transported by bus, an access laneway is proposed to connect the existing Plant Recreation Centre surface parking area to Oak Street. Access to the laneway would be restricted to buses and accessibility vehicles serving the school and closed outside of school



hours. Due to the urban nature of the neighbourhood, it is anticipated that the majority of students will walk or bike to school, limiting the number of school buses.

Massing and Scale

The Concept Plan is consistent with the arrangement of low, medium and high-rise buildings proposed by the West Downtown Core Secondary Plan- transitioning upwards from low-rise, near the corner of Somerset Street West and Preston Street, to high-rise abutting the Trillium Pathway. The transition in height focuses density at the northwest portion of the site closest to Bayview and Corso Italia Stations. Buildings provide a consistent street edge along Somerset Street West intended to frame the public street and provide an opportunity for active frontages along the sidewalk.

Mid and high-rise buildings are arranged as point towers with floorplates of 750 m² and setbacks from podium edges to maintain building façade heights in proportion to the width of adjoining streets.

The school site is positioned back from Oak Street to maintain a green street edge and establish a green corridor connecting Plouffe Park to the new park west of the school.

Public Realm and Parkland

The term public realm refers broadly to both public and private spaces that are open and accessible to everyone and includes streets, parks, plazas, and other areas where people can gather, interact, and engage in various activities.

Buildings have been arranged to abut surrounding public streets, pathways, greenspaces, and parks in order to frame the public realm and provide passive surveillance.

Plouffe Park will be retained in its current configuration. A new park will span the south portion of the property from the new school site west to the Trillium Pathway. A green corridor abutting Oak Street will connect the two parks and provide a continuous green frontage along the north side of Oak Street. Design of the new park will be completed by Recreation, Cultural and Facility Services at a later date.

A network of pathways for active mobility provide access to and through the site linking to streets on all three sides of the site. The Somerset Street West underpass to City Centre Avenue will be maintained for active mobility while extending a north-south corridor through the site. Laneways which permit vehicles have been arranged as a series of short segments intended to limit travel speeds and prevent cut-through traffic. Laneways will be designed to prioritize pedestrian and cycling movement and safety.



3.1 Proposed Amendment to the West Downtown Core Secondary Plan

The Updated Concept Plan has been designed to balance community feedback and the operating requirements of the various proposed uses within the community hub. While the concept aligns with the goals and objectives of the West Downtown Core Secondary Plan, it is unable to meet some of the more prescriptive provisions of the Secondary Plan.

To permit the development an amendment to the West Downtown Core Secondary Plan (Volume 2B of the Official Plan) is required.

The proposed amendments are limited to Chapter 3: Corso Italia Station Area of the West Downtown Core Secondary Plan.

Existing Policy	Proposed Amended Policy	Explanation
Section 4.1: Character Areas and Their Built Form		
<u>1010 and 1040 Somerset Street West</u> 24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre.	<u>1010 and to 1040 Somerset Street West</u> 24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre. <u>A recreational facility or public school facing Somerset Street West need not have a mid-rise frontage.</u>	Change the heading to include 1020 Somerset Street West in policy direction. The proposed recreation facility will be up to three storeys in height, whereas mid-rise is between five and nine storeys.
Proposed new policy	<u>23) a) A residential building in which at least 80% of dwelling units are considered affordable is exempted from the requirement for non-residential active frontages.</u>	Provide design and operational flexibility for proposed OCH affordable housing block.
Section 5.2: New Streets and Active Transportation Network		
<u>1010 Somerset Street West</u> 6) No through street shall be permitted from Somerset Street West to Oak Street.	<u>1010 Somerset Street West</u> 6) No through street shall be permitted from Somerset Street West to Oak Street. <u>A laneway will be permitted to provide access exclusively for school buses, emergency vehicles and mobility access to the public school</u>	Permit the laneway serving the public school, limited to specific types of vehicles.
Section 5.4: Parks and Other Public Spaces		



930 & 1010 Somerset Street West
3 Proposed Development

<p>Park</p> <p>1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the existing Plouffe Park to the existing eastern Trillium Multi-use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm.</p>	<p>Park</p> <p>1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the <u>public school existing Plouffe Park</u> to the existing eastern Trillium Multi-use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm. <u>The new park will be linked to the existing Plouffe Park by way of a green corridor abutting Oak Street.</u></p>	<p>Clarify that the new park is located between the public school and Trillium Multi-use Pathway. Add text to maintain a green linkage between Plouffe Park and the new Park next to Oak Street.</p>
<p>Green Transportation and Utility Corridor</p> <p>Proposed new policy</p>	<p><u>1010 and 1020 Somerset Street West</u></p> <p><u>72) The boundary of the Green Transportation and Utility Corridor on Schedules L, M, and N is approximate and may be adjusted if a development proposal can demonstrate it advances the other policies of this section.</u></p>	<p>Provide flexibility for development along the east boundary of the Green Transportation and Utility Corridor to propose innovative design solutions that make efficient use of land while enhancing the Trillium Multiuse Pathway.</p>
<p>Schedules</p>		
<p>Schedule L: Character Areas</p>	<p>Amend boundary of Park designation to align with Concept Plan</p> <p>Redesignate school site to "Mixed Use Block"</p> <p>Redesignate part of 1020 Somerset Street West to "Main Street Corridor"</p>	<p>Align schedules with the Concept Plan.</p>
<p>Schedule M: Maximum Building Heights and Tower Locations</p>	<p>Amend boundary of Park designation to align with Concept Plan</p> <p>Redesignate school site to "6 storeys"</p>	
<p>Schedule N: Corso Italia Station District Public Realm</p>	<p>Amend boundary of Park designation to align with Concept Plan</p>	
<p>Schedule O: Key Properties or Areas Noted in Secondary Plan Policy</p>	<p>Amend boundary of Parcel 5 to include part of 1020 Somerset West</p>	



3.2 Proposed Amendment to the Zoning By-law

The subject site is currently zoned Mixed-Use Centre, Community Leisure Facility, and General Industrial. To align the City Zoning By-law with the proposed Concept Plan, an amendment is required. We propose to rezone the northwest portion of the property (allocated for affordable and market residential and mixed use development) to Mixed-Use Centre (MC Zone), whereas the balance of the site will be zoned Major Leisure Facility (L2 Zone) (see Figure 13).

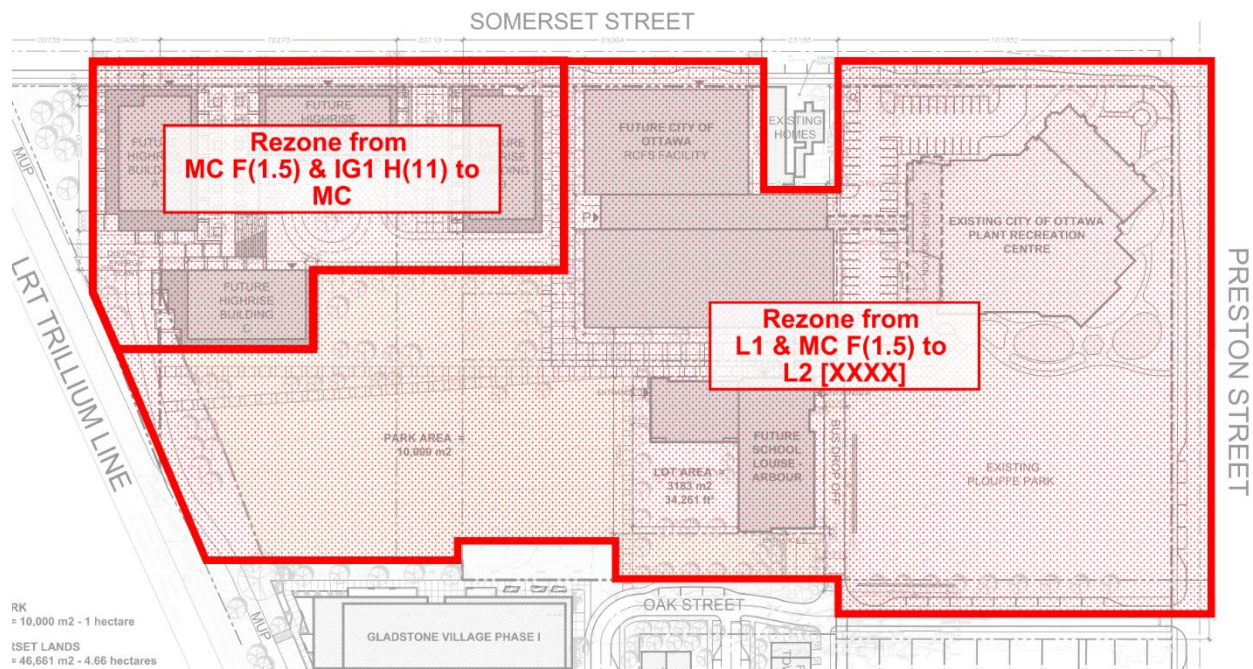


Figure 13: Proposed arrangement of MC Zone and L2[XXXX] Zone.

In addition to the new zones, we propose to establish a limited number of provisions tailored to the site's unique features and context; these site-specific provisions are detailed below and intended to apply to the L2-zoned areas:

Proposed Site-Specific Provision	Superseded Zoning By-law Section	Explanation
Abutting parcels affected by this exception shall be considered one lot for zoning purposes	Various provisions related to setbacks, lot coverage, parking rates, etc.	Facilitates more integrated site design.
Despite any provision to the contrary, a lot line abutting Somerset Street West is considered the front lot line	Section 54 (Definitions)	Clarifies which lot line is the front lot line.

Minimum front yard or corner side yard setback: 1.5 m	Section 175(2) (Table 175) Minimum front or corner side yard setback: 7.5 m	West Downtown Core Secondary Plan required building be located within 3 m of a street to frame the corridor.
Minimum interior side yard setback: 0 m	Section 175(2) (Table 175) Minimum interior side yard setback: 7.5 m	Allows for more efficient use of land abutting interior lot lines consistent with urban context.
Maximum building height: 24 m	Section 175(2) (Table 175) Maximum building height: 11 m	Accommodates a school up to six storeys and indoor gymnasias with greater ceiling clearances.
Additional permitted uses <ul style="list-style-type: none"> • Parking Lot, limited to 60 spaces • Parking garage 	Section 175(1)(a)	Permits a parking area to accommodate parking for the school.
Minimum vehicle parking shall be calculated on the basis of Schedule 1A, Area Z provisions	Section 101(1)	Clarifies rates to calculate minimum vehicle parking space requirements.

Floor Space Index

The current Mixed Use Zone (MC F(1.5)) includes maximum floor space index (FSI) of 1.5 (i.e.: a ratio of buildable gross floor area to lot area) which limits the intensity of development on the site. Chapter 4, Section 4.1, policy 20 West Downtown Core Secondary Plan makes explicit reference to the FSI cap and states that the cap may be lifted upon dedication of a one-hectare park:

20) Mixed-use development may be permitted at 1010 Somerset Street West to a maximum floor space index (FSI) of 1.5. High-rise development and the addition of floor space beyond the maximum FSI may only be considered with the dedication of a 1.0 hectare Park, as described in the public realm Policies 1) to 4) in Section 5.4 and shown on Schedule N.

As the proposed development allocates the requisite area for additional park space, policy direction has been implemented and the existing FSI cap may be removed. The proposed Zoning By-law Amendment would remove the FSI cap of 1.5 on portions of the site zoned MC. Further development details will be determined through subsequent Site Plan Control applications.



4 Policy Justification

4.1 Provincial Planning Statement

The Provincial Planning Statement (PPS) provides policy direction on land use planning and development matters of provincial interest for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Under Section 3 of the *Planning Act*, decisions affecting planning matters “shall be consistent with” the PPS.

Building Homes, Sustaining Strong and Competitive Communities

Section 2.3 states that strategic growth areas, such as major transit station areas, should be the focus areas of growth and development within settlement areas.

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources*
 - b) *optimize existing and planned infrastructure and public service facilities*
 - c) *support active transportation*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive.*
3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The site is located within a major transit station area (MTSA) supported by existing higher order transit service and supported by existing and planned infrastructure and public service facilities.

The Concept Plan establishes a combination of land uses at densities appropriate to the types of *existing and planned infrastructure and public service facilities for the area*. By allocating lands for a new public school, expansion to Plant Recreation Centre, additional parkland, and new recreation and cultural facility, the proposal facilitates the expansion of public service facilities within a strategic growth area.

The Concept Plan proposes an improved and integrated network of pedestrian and cycling infrastructure, a built form that achieves densities which are transit supportive and efficiently use land and resources, and a range of public service facilities to support the greater proposed densities of the proposal and surrounding MTSA.



Section 2.4 provides general policies for strategic growth areas, defined as settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. Strategic growth areas include major transit station areas.

Policy 2.4.1 states:

2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, planning authorities may, and large and fast-growing municipalities shall, identify and focus growth and development in strategic growth areas by:*
 - a) *identifying an appropriate minimum density target for each strategic growth area; and*
 - b) *identifying the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.*
 - d) *to support affordable, accessible, and equitable housing*

Section 2.4.2 of the PPS provides policies specific to major transit station areas on higher order transit corridors. While these policies are intended to direct planning authorities in the development of local plans for these areas, they can also be used to demonstrate the consistency of a particular development proposal with provincial policy.

Policy 2.4.2.2 directs planning authorities to establish minimum density targets of 160 residents and jobs per hectare within MTSA served by light rail or bus rapid transit. Additionally, policy 3 states:

3. *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*
 - a) *planning for land uses and built form that supports the achievement of minimum density targets*

The Concept Plan proposes approximately 608 dwelling units, commercial retail space, as well as new and expanded institutional uses.

The PPS minimum density target is intended to encompass the entirety of lands within a MTSA (gross land area). As well, the effect of the proposed development the number of residents or jobs in the MTSA will vary depending on the types of units, and types of jobs generated by future commercial and institutional uses. However, if portions of the property intended for institutional and residential/mixed use development (2.9 ha) are compared to anti residential unit counts, the development would achieve a density of 338.9 residents per hectare.

Description	Value
Area of site:	4.5 ha
Parkland area (existing and proposed):	1.6 ha
Net development area:	2.9 ha
Approximate number of dwellings:	608 units



Average household size*:	1.56 residents/unit (16,810 residents ÷ 10,750 households)
Estimated number of residents:	949 residents (608 × 1.56)
Residents per developable hectare:	327 residents/hectare (949 ÷ 2.9)
* City of Ottawa population and household estimate mid-2024 for Central Area: https://ottawa.ca/en/living-ottawa/statistics-and-demographics/current-population-and-household-estimates#section-29b9341b-b349-49d2-98dc-5e384fb00c53	

Section 2.8 Energy Conservation, Air Quality and Climate Change provides guidance on strong sustainable design. The proposed District Energy Plant will investigate alternative renewable energy solutions. At present, the concept plan shows two potential locations which will be further investigated at Site Plan stage.

Infrastructure and Facilities

Section 3 of the PPS provides direction on infrastructure, transportation, major facilities, public service facilities, waste management, public spaces.

Section 3.1 General Policies for Infrastructure and Public Service Facilities states:

- 4. Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation*
- 5. Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.*

The proposed RCFS development is located adjacent to the existing Plant Bath which is a recreational centre and public park. Moreover, the location of the proposed RCFS is beneficial due to the availability of the existing bus network and Line 1 and 2 stations. A well-rounded and dependable multi-modal network favours the proposed development.

The concept plan has been developed by the City, in partnership with CEPEO, as an urban mixed use community hub composed of expanded public service facilities, parks, and open space. The site's location near light rail stations served by Lines 1 and 2, abutting streets with frequent bus transit, and adjacent to a crosstown bikeway and extensive sidewalk and pathway network align with the intent of policy 4. CEPEO and the City have collaborative to develop an innovative school and childcare centre design that makes efficient use of land while leveraging its colocation with planned park space, recreational facilities.

Section 3.2 of the PPS provides direction on transportation systems and infrastructure and states:



- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

The concept plan arranges density, and land uses across the site to optimize access to existing transportation and mobility infrastructure while seeking to limit potential impacts on local streets. Mid and high-rise development has been shifted to the northwest to frame Somerset Street West and provide direct pedestrian and cycling links to Corso Italia and Bayview Stations by way of the Trillium pathway. The Plant Recreation Centre and future RCFS facility will gain access from Somerset Street West and Preston Street where frequent bus transit will be accessed by four stops at the northeast corner of the site. The school will remain internal to the site with primary access off Somerset Street West. Limited access for buses, accessibility, and emergency vehicles will be provided to Oak Street.

Policy 3.9.1 Public Space, Recreation, Parks, Trails and Open Space states that healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity*
b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources

The existing Plouffe Park will be retained for public use and enjoyment. A proposed 1-hectare park space adjacent to the proposed school site and south of the future residential block will be designed to meet the recreational needs of the community. The concept shows active transportation links to the existing multi-use pathway to the west of the site as well as clear connections to Somerset Street to the north, and Preston Street via Oak Street to the east.

The park design will be evaluated at a future site plan control stage to design for a range of outdoor uses that promote social interactions and improve the natural environment.

Wise Use and Management of Resources

Chapter 4: Wise Use and Management of Resources of the PPS provides further policies related to the wise management of natural resources, summarized below.

- Section 4.1 Natural Heritage: no natural heritage features, Species at Risk, or their habitat, are located on the site.
- Section 4.2 Water: states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No sensitive surface or groundwater features are located on the property.
- Section 4.3 Agriculture: the proposed development is not located on prime agricultural lands, specialty crop areas, or near features of the province's agricultural system.
- Section 4.4 Minerals and Petroleum: the proposed development is not located on or near minerals and petroleum resources.



- Section 4.5 Mineral and Aggregate Resources: the proposed development is not located on or near minerals and aggregate resources.
- Policy 4.6 Cultural Heritage and Archaeology: the proposed development has demonstrated regard for built heritage. A Heritage Impact Assessment was completed (submitted with this application) due to the existing Plant Bath Recreation facility located at 930 Somerset Street. The study recommends an addendum at the future site plan control stage identifying impacts to the heritage attributes of Plant Bath due to the proposed expansion. The study also recommends providing design-specific mitigation measures to ensure conservation of the heritage attributes of Plant Bath.

The proposal is consistent with the policies of Chapter 4 of the Provincial Planning Statement.

Protecting Public Health and Safety

Chapter 5: Protecting Public Health and Safety of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

With respect to natural hazards: the site is not impacted by natural hazards such as flooding hazards, erosion hazards, or dynamic beach hazards. A geotechnical Investigation prepared by Stantec demonstrates that the site can be developed using standard engineering practices. Additional investigation is underway in support of the proposed school and will be reviewed as part of the subsequent Site Plan Control application.

A Phase I Environmental Site Assessment (ESA) was conducted by Dillon Consulting in July 2021 which identified Contaminating Activities (PCAs) and Areas of Potential Environmental Concern (APECs) on the site and recommended completion of a Phase II ESA be completed. The ESA was completed to support a Record of Site Conditions (RSC) for the site. A Phase II ESA was conducted in December 2021 to further assessed soil and groundwater on the site. The City is currently in the process of reviewing and finalizing the RSC for the site. Any remediation or mitigation measures recommended through the RSC process will be completed prior to site development.

The proposal is consistent with the Provincial Planning Statement.

4.2 City of Ottawa Official Plan

The City of Official Plan for the City of Ottawa was approved in November 2022 and provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.



The site is located within a designated Hub and located at the confluence of two main streets. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service.

Preston Street is designated a Corridor, whereas Somerset Street West is designated a Minor Corridor. As a result, different portions of the site are affected by different designations:

- 930 Somerset Street West (Plant Recreation Centre and Plouffe Park) is designated as Corridor as the entirety of the site is within 220 m of the centreline of Preston Street.
- 1010 Somerset Street West (former Federal lands) is predominantly designated as Corridor as much of the site is located within 220 m of Preston Street. The balance of the site is designated Minor Corridor (within 120 m of the centreline of Somerset Street West) and Hub.
- 1040 Somerset Street (former Loretta Avenue) is designated Minor Corridor as the site is within 120 m of the centreline of Somerset Street West.

The site's location within a Hub means that maximum building height are determined by the policies of the Hub designation. The policies of the Corridor and Minor Corridor designations apply to the respective portions of the site.

Growth Management Framework

Section 3 of the Official Plan establishes the City's framework to accommodate projected population, household, and employment growth to the year 2046 and beyond. The framework seeks to provide sufficient development opportunities- and an appropriate range of choices, by locating and designing growth to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Ottawa's population is projected to grow by 40% during through the OP's time horizon, reaching 1.4 million residents by 2046. Section 3.1- Designate Sufficient Land for Growth, states:

- 3) *The urban area and villages shall be the focus of growth and development.*
- 4) *The City will allocate household growth targets as follows:*
 - a) *93 per cent within the urban area where:*
 - i) *47 per cent is within the urban area that is built-up or developed as of July 1, 2018, and*
 - ii) *46 per cent is within the greenfield portion of the urban area*

The proposal accommodates a mixed-use development with residential growth within an existing built-up urban area.

The City's growth management framework directs 47% of all projected growth until 2046 to the existing urban area that is built-up or developed. The balance of growth will be directed to urban greenfield areas and rural areas. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors where the majority of services and amenities are located.



Table 1 of the Official Plan projects Ottawa will have 346,000 additional residents by 2046 (over 2021 population); were the City successful in directing 47% of new residents to existing urban areas through intensification, housing for 162,620 people would be required.

Policy 3.1.1 states that the “vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent.”

Section 3 of the Official Plan provides clear direction that Hubs, Corridors, and adjacent Neighbourhoods are intended to accommodate the vast majority of the 162,620 new residents directed to the City’s existing urban area. Focusing development in these areas will provide the City with an exceptional opportunity to support public transit and public facility investments, support and expand 15-minute neighbourhoods, and create healthy and energy efficient communities.

The City’s initiative to create dynamic, mixed-use communities in established neighbourhoods is an essential component of the Growth Management Framework by accommodating projected growth with advancing the five big moves of the OP. The proposal will provide new housing within a 15-minute neighbourhood and a short walk from rapid transit and frequent street transit.

Downtown Core Transect

Section 5.1 of the Official Plan provides policies related to the Downtown Core Transect. The Downtown Core’s established and intended built form is urban and shall continue to develop as healthy 15-minute neighbourhoods within a mixed-use environment. Downtown Core is planned for higher-density, urban development forms.

Policy 5.1.1.2 states that the Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where: a) Hubs and a dense network of Corridors provide a full range of services; b) A High concentration of employment is maintained and increased; c) Existing and new cultural assets are supported, including those that support music and nightlife; and, d) Residential densities are sufficient to support the full range of services.

Policy 5.1.1.6 states that the Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

The proposed Concept Plan combined higher-density mixed use development at the confluence of two significant corridors within an established 15-minute neighbourhood. The proposal retains and expands existing community service facilities.

Policy 5.1.2.2 states that the transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement



in the Downtown Core. Policy 5.1.2.3 states that in the Downtown Core motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development.

While details of proposed parking requirements and supply will be determined as individual Site Plan Control applications are advanced, the Concept Plan has been arranged with a dense network of pedestrian and cycling facilities and prioritize active mobility within and through the site. Parking among City and CEPEO facilities will be shared to make more efficient use of future underground parking facilities, while surface parking has been limited to existing areas abutting Plant Recreation Centre.

Policies 5.1.4.3 and 5.1.4.4 provide direction on building and podium heights, active frontages, and design of mid to high-rise development. Generally, these policies defer to secondary plans where applicable.

Hubs

Section 6.1 of the Official Plan provides policies related to Hubs. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The OP directs hubs to have a large concentration of a diversity of functions, higher density of development, greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Section 6.1.1 policy 6 clarifies the interrelationship between parcels within the Hub designation in circumstances where they abut designated Corridors. In these instances, the policies of the Corridor designation apply (per Section 6.2.1.1, whereas the height policies governing Hubs continues to apply. Additional policies are intended to ensure that the dual functions of Corridors as both concentrations of a range of uses, and as important mobility corridors, is maintained.

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>6) <i>Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:</i></p> <ul style="list-style-type: none">a) <i>Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and</i>b) <i>Subject to a), transit shall be prioritized along Corridors.</i> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Modifications to Somerset Street West are proposed to introduce a new signalized intersection and provide a dedicated left turn lane onto the site. Other design features along Somerset Street West and Preston Street will be retained to maintain bus operations and pedestrian safety and mobility.

The purpose of Hubs, as outlined in policy 6.1.1.2, is to create accessible, high-density areas that integrate residential, commercial, and employment spaces within walking distance of transit. Hubs aim to support diverse income levels, reduce reliance on private automobiles, and promote sustainable urban living. They focus on excellent urban design, prioritize transit users, cyclists, and pedestrians, and contribute to reducing greenhouse gas emissions. By concentrating various uses, Hubs help establish 15-minute neighbourhoods where daily needs can be met locally.



As related to the proposed Zoning By-law Amendment, development in Hubs is guided by policy 6.1.1.3 and states the zoning by-law:

- a) *Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people*
- e) *Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users.*
- f) *Shall establish buildings that:*
 - i) *Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design*
 - ii) *Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
 - iii) *Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.*

While many of the considerations outlined above will be determined through future Site Plan Control processes, the structuring elements of the Concept Plan will enable future phases to comply with OP direction. Building blocks have been arranged to frame streets, walkways and other public realm features, while concentrating the tallest buildings close to rapid transit stations. Parking, loading and service accesses have been positioned within the site away from public streets or park land.

Section 6.1.2 sets out the direction for Protected Major Transit Station Areas (PMTSAs)- renamed as Major Transit Stations Areas by the updated Provincial Planning Statement:

- 3) *Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.*
- 4) *The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:*
 - a) *Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent*
 - b) *Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.*

The Concept Plan has been arranged to position the highest proposed building, and greatest densities, at the site's northwest corner, generally within a 400 m walk to Corso Italia Station. Parts of the site further than 400 m walking distance will be occupied by the school (four storeys) and RCFS facility (three storeys). The existing Plant Recreation Centre would remain at one storey. The proposed L2 Zone permits lot coverages up to 75%, whereas the MC Zone does not define a maximum lot coverage.

In summary, the proposed concept design is intended to provide communal and private space as well as a school and daycare facility on the large site. The proposed uses are consistent with the built form of the surrounding context and provide for deeper connections and transit-supportive development resulting in an efficient site design.



Corridors

Section 6.2 of the Official Plan provides policies related to Corridors. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

Policy 6.2.1 states that the Corridor designation applies to all lots which abut a corridor up to a maximum depth. Policy 6.2.1c) clarifies that, where a secondary plan defines a Corridor differently, the boundaries of the secondary plan prevail. As a result, the extent of the Corridor designation is determined by Schedule L of the West Downtown Core Secondary Plan.

The balance of Section 6.2 of the Official Plan provides further direction on the built form, arrangement of uses, and prioritization of active transportation modes (emphasis added):

- 2) *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:*
 - a) *Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;*
 - b) *May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;*
 - c) *For sites generally of greater than one hectare in area or 100 metres in depth:*
 - i) *Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and*
 - ii) *Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and*
 - d) *Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*
- 3) *Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:*
 - a) *Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
 - b) *Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*
 - c) *Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.*
- 4) *Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*
 - a) *Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and*
 - b) *Vehicular access shall generally be provided from the parallel street or side street.*

Building heights identified on the Concept Plan transition across the site from low-rise abutting Preston Street to high-rise abutting the Trillium pathway, positioning the greatest density close to active transportation infrastructure and two nearby transit stations. The existing Plant Recreation Centre and Plouffe Park abutting Preston Street will remain in their current configuration.



The Concept Plan proposes an integrated active mobility network which will provide public access to and through the site from surrounding pedestrian and cycling facilities.

Portions of the site not allocated to institutional uses will be zoned Mixed-Use Centre (MC). The MC Zone permits a wide range of commercial, retail, and residential uses, including allowing various uses within the same building. Further detail on the allocation of commercial and retail space will be determined through subsequent Site Plan Control applications.

While the direction of policy is to defer to the applicable secondary plan, we note that the Concept Plan has been arranged to provide vehicular access to most uses from shared entrances from Somerset Street West. Oak Street, a side street, would provide access for particular vehicle types during a limited period of time to facilitate school operations.

Section 6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development, states:

- 1) *In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.*
- 2) *In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:*
 - a) *Include residential-only and commercial-only buildings;*
 - b) *Include buildings with an internal mix of uses, but which remain predominantly residential;*
 - c) *Include limited commercial uses which are meant to mainly serve local markets; or*
 - d) *Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*

The proposed development in the Minor Corridor designation will be zoned Mixed Use Centre which permits a mix of residential and commercial uses designed in a compact and pedestrian-oriented built form. Development along Somerset Street West will permit a mix of commercial at-grade and predominately residential units organized in three mid-to-high rise towers above low to mid-rise podiums indented to frame the public realm.

Evolving Overlay

The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1. policy 6 states that Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that establish urban characteristics described in Table 6 of Section 5, such as:

- Shallow or zero front yard setbacks



- Principal entrances addressing the public realm
- Higher lot coverages and floor area ratios
- Attached to abutting buildings with minimal side yard setbacks
- More formal landscape design that combines soft landscape, trees, and hard landscaping

The proposal frames the public realm with the intent to create active and permeable frontages, more formal landscaping with providing trees and soft landscaping, and more efficient use of land in the future. The proposed massing of the development will create an urban and compact built form that lays the foundation of an elaborate site design.

City-Wide Policies

Section 4 of the Official Plan provides policy direction that encompasses all areas of the City.

Mobility

The policies of Section 4.1 of the Official Plan provide direction on managing and improving the City's transportation network to support healthy, complete neighbourhoods and expand the extent of the city where it is possible to live a car-light and car-free.

Section 4.1.4 – Support the shift towards sustainable modes of transportation states:

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
- 2) *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
 - a) *Hubs and Corridors*
 - b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*
 - c) *Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route*
- 10) *Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*
 - a) *Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*
 - b) *Including other uses along the street, at grade, to support pedestrian movement*
 - c) *Providing landscaping, art, murals or decorative street treatments*
 - d) *Minimizing the frontage and visibility of the parking garage from the street, where appropriate and*
 - e) *Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*

While the number of vehicle parking spaces will be considered through subsequent Site Plan Control applications, the Concept Plan has been arranged to minimize the potential impact of on-site vehicle



parking both on the surrounding public realm and active mobility infrastructure. Vehicle parking beneath with future RCFS facility will be shared with the abutting school site and accessed by a single ramp internal to the site and positioned to limit conflicts with pedestrian and cycling movements.

Housing

Section 4.2 of the Official Plan provides policy direction on housing supporting “a diversity of housing options for both private ownership and rental”.

Section 4.2.1 supports flexible and adequate supply and diversity of housing options throughout the city.

- 1) *A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
 - a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology*
 - b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability*

The Concept Plan allocates a substantial portion of the site for both affordable and market housing. The MC Zone permits a broad range of dwelling typologies.

Parks and Recreation Facilities

Section 4.4 of the Official Plan provides policy guidance for providing parks and recreation facilities in the City. The OP recognizes that park and leisure areas are important and necessary elements of complete communities, providing the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace.

Section 4.4.3 Provide new parks in the Downtown Core and Inner Urban transects states:

- 1) *To provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:*
 - c) *The acquisition of large parks in the Downtown Core and Inner Urban area will be prioritized where opportunities arise, for example as part of the LeBreton development*

The subject site represents an exceptional opportunity for the City to allocate land for a large public park within the Downtown Core Transect consistent with the intent of the Secondary Plan. Design of the new park, including amenities, pathways and other features, will be completed through a separate process by Recreation, Cultural and Facility Services.

Urban Design

Section 4.6 of the Official Plan contains city-wide policy direction related to Urban Design. Urban Design is the process of giving form and context to a city to create the theatre of public life and plays an



important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all economic means and life stages.

The Concept Plan, and applications at hand, are intended to establish a land use planning framework to coordinate the various projects which will transform the site. Many of the urban design policies of the Official Plan are most appropriately applied once each project is considered. As future Site Plan applications and project phases advance each will demonstrate how it conforms with the Official Plan's urban design policies. The following section will provide a broad discussion of how the arrangement of uses, building massing, and mobility pathways will facilitate opportunities for future individual projects to demonstrate design excellence, support a walkable 15-minute community.

Section 4.6.5 – *Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes* states:

- 2) *Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*
- 3) *Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*

The Concept Plan arranges uses and building massing to locate parking garage entrances, service, and loading areas internal to the site to facilitate opportunities for active frontages along Somerset Street West and other internal laneways, walkways, and public park spaces to animate these spaces while providing passive surveillance of the public realm.

Section 4.6.6 – *Enable the sensitive integration of new development of Low-rise, Mid-rise, and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all states:*

- 2) *Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.*
- 3) *Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.*
- 4) *Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*



- a) *Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) *With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*
- 8) *High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.*
- 9) *High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.*

Conceptual massing of the mid-rise and high-rise buildings has been developed to conform with the City's urban design guidelines for high-rise buildings and the policies above. While building podiums frame the public realm, the proposed point towers are set back and appropriately separated to limit potential shadowing the impacts. Amenity areas may be located at ground level or on podium rooftops.

Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7 of the Official Plan provides direction for the safe, economical, and sustainable provision of water, sanitary, and stormwater infrastructure.

The Adequacy of Servicing Report prepared by Stantec demonstrates that the new community outlined in the Concept Plan can be serviced by the City's existing water and wastewater infrastructure. The development is to be serviced with connections to the existing watermain on Somerset Street and Champagne Avenue. The report concludes that the applicable watermain can supply the new community with required domestic and fire flow requirements. The development is to be serviced with a connection to the existing 1500 mm diameter combined sewer in Champagne Avenue. Sanitary sewage from the development will outlet to the existing 1500 mm diameter combined sewer system in Champagne Avenue which has been confirmed to have sufficient capacity by City staff. No change to the existing Plant Recreation Centre water or sanitary services have been considered.

Stormwater generated by the various sites will require additional storage to restrict post-development peak flows up to the 100-year storm event to target release rates. Retained stormwater from precipitation events will be treated before being discharged as a controlled rate to the existing 1650 mm diameter storm sewer within the existing sewer easement along the western boundary of the site. A portion of the existing 1650 mm diameter storm sewer within the Future High Density Residential Site conflicts with the conceptual buildings. During subsequent design stages the building envelopes will be modified to eliminate the conflict (to be determined by the architect), or the storm sewer will be relocated as required.

No change to the existing Plant Recreation Centre service or drainage pattern is considered.



School Facilities

Section 4.10 of the Official Plan provides policies for the design and operation of school sites.

4.10.1 provides policies intended to ensure safe access to school sites by walking, cycling, or bus and states:

- 2) *School buildings shall be sited in a compact and land-efficient manner. School sites shall prioritize safe, sustainable, active transportation mobility choices including walking and cycling as the primary means of travel to and from school. This includes:*
 - a) *Provision of safe walking and cycling routes to schools through transportation, land-use and design decisions, with a focus on pedestrian priority designs within the school walk zone;*
 - d) *Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;*
 - 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. School bus lay-bys and PPDOs should be located on separate frontages, with visually contrasting materials or colours. In the Downtown Core and Inner Urban Transects, wherever possible, school bus lay-bys and PPDOs should maintain regular curb locations rather than widening the roadway.*

The site's location abutting two arterial roads with constrained rights-of-way make it a challenge to position school bus lay-bys and pick-up/drop-off areas on abutting public streets. The matter is complicated by the need to separate bus lay-bys and pick-up/drop-off areas in order to limit pedestrian-vehicle conflicts.

As part of the initial design process several concepts were developed siting the school at different locations across the site. An earlier concept plan proposed locating the school adjacent to Preston Street with school bus drop-off located between the Plant Recreation Centre and school (a unidirectional exit to Preston Street would allow buses to exist the site). Based on community feedback the school site was moved west to retain Plouffe Park. To maintain pedestrian safety and limit impacts to surrounding streets an internal bus lay-by area and exit has been proposed between the existing Plouffe Park western boundary and principal school frontage. The access lane will allow for bus drop-off adjacent the school and separate from caregiver pick-up/drop-off areas. Considering the size of the overall site and surrounding context the inclusion of internal bus lay-bys and pick-up/drop-off areas is appropriate and does not conflict with other Official Plan objectives.

Section 4.10.2 encourages schools to co-locate with other neighbourhood uses. In particular, Section 4.10.2 states:



- 1) *School design shall make efficient use of land by giving first preference to multi-storey school buildings where possible, and minimizing setbacks.*
- 2) *Schools should generally co-locate compatible land uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The following shall apply within a site identified for a school:*
 - a) *Allow a variety of complementary land-uses if a school site is new or part of a Secondary Plan. The Zoning By-law shall allow permitted uses on school sites to include: residential; licensed child-care centres; small scale commercial and other community-serving uses;*
 - c) *Where the opportunity permits, the City may consider an agreement with the school board for a facility partnership. This may include a school board or boards and the City entering into an agreement for shared recreation amenities in parks, where appropriate*

The school forms an important part of a proposed community hub combining an expanded recreational and cultural facility, an elementary school with integrated daycare centre, and additional park space. The Concept Plan makes efficient use of land and resources and allows the City and school board to benefit from shared recreation amenities in parks.

4.3 West Downtown Core Secondary Plan

Section 12 of the Official Plan refers to Local Plans, which are intended to establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans apply the overall planning approach of the Official Plan in a manner that fits the local context through specific policies.

The West Downtown Core Secondary Plan (WDCSP, or Secondary Plan) is a compendium of several station area plans along Lines 1 and 2 west and southwest of Ottawa's current downtown. The plan is organized by chapters, each providing policies for different districts and neighbourhoods.

The subject site is within the Corso Italia Station District of the Secondary Plan (Chapter 3) which aims at redeveloping underutilized lands to integrate with the existing community and introduce new urban elements. The vision of the Corso Italia Station District states that "new developments will provide the high-quality facilities and infrastructure needed to attract and support active transportation on a daily basis and in doing so reduce automobile dependence". The Secondary Plan permits a broad range of uses such as retail and service commercial uses, offices, residential and institutional uses.

The subject site is designated Main Street Corridor and Mixed-Use Block along Somerset Street West while the southern portion of the site including Plouffe Park is designated Park per Schedule L of the Secondary Plan.

Vision and Goals

Section 3 of the Corso Italia Station District chapter provides a vision statement and goals for the evolution of the community over the next 25 years.



The Corso Italia Station District will be a compact, livable, transit-oriented community that is vibrant, diverse, green and focuses on sustainable transportation as the primary means of mobility throughout the area. Future development will be fully integrated and strengthen the existing community character and create a sense of place which reflects that identity.

This chapter's goals for the district are as follows:

- 1. Expand the opportunities for active transportation to encourage a healthy and sustainable paradigm for area mobility and city building.*
- 2. Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation and to improve the local environment and reduce greenhouse gas emissions and to enhance the public realm by reducing the footprint of automobiles.*
- 3. Improve the amount, types and quality of spaces available for the neighbourhood to balance the increased numbers of people living and visiting the district.*
- 4. Concentrate the most dense and tallest buildings along the O-Train corridor to support transit use for new residents and to provide built form transitions to existing low-rise areas.*
- 5. Re-establish vacant or underutilized lots, across the district, with a strong urban form and design to support and enhance a high-quality public realm.*
- 6. Build on the heritage and character in the area to reinforce the established culture and success of the neighbourhood.*
- 7. Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.*
- 8. Target the achievement of net-zero carbon greenhouse gas emissions in new development through the planning, design and development of alternative renewable energy solutions.*

The following sections have been arranged as a series of tables demonstrating conformity with various applicable policies of the Secondary Plan. Where amendments are proposed to the plan additional discussion is provided below the table explaining the amendment and demonstrating alignment with the vision and goals of the Secondary Plan outlined above.

Character Areas and Built Form

Section 4.1 provides policies related to various character areas (shown on Schedule L of the Secondary Plan) as well as specific large or strategic properties. The following policies are specific to portions of 1010 and 1040 Somerset Street West designated as Main Street Corridor:

Policy	Description
20) Mixed-use development may be permitted at 1010 Somerset Street West to a maximum floor space index (FSI) of 1.5. High-rise development and the addition of floor space beyond the maximum FSI may only be considered with the dedication of a 1.0 hectare Park, as described in the public realm Policies 1) to 4) in Section 5.4 and shown on Schedule N: Corso Italia Station District Public Realm of this chapter.	The Concept Plan allocates one hectare of parkland consistent with the policies of Section 5.4 of the secondary. Plan. Accordingly, the proposed Zoning By-law Amendment proposes to remove the FSI cap.
21) Development fronting onto the Somerset Street bridge shall extend the Somerset Street Main Street	The Concept Plan proposes a consistent frontage framing the south side of Somerset Street West. The



<i>Corridor west and use the bridge deck as a publicly-accessible active frontage.</i>	MC Zone permits a range of commercial, office, and residential uses. Further details of site design will be considered through subsequent Site Plan Control applications.
<i>22) Building heights along Somerset Street West shall be mid-rise to support and be consistent with the character of the Main Street Corridor. If the conditions of Section 4.1, Policy 17) are met, high-rise towers may be permitted as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location and shall be sufficiently set back from Somerset Street West to maintain a mid-rise frame along the Main Street Corridor and to minimize shadow and wind onto the public and private realms.</i>	The concept proposes mid-rise and high-rise buildings along Somerset Street West. The proposed RCFS would be a three-storey building. Adjustments to consider the three-storey design of the RCFS facility are proposed to policy 24 (below).
<i>23) Retail, commercial and/or other non-residential active frontages are required for all development along the entire frontage of any buildings located along Somerset Street West.</i>	The MC Zone permits a range of commercial, office, and residential uses. Further details of site design will be considered through subsequent Site Plan Control applications. <u>We propose including an additional clause exempting a development when more than 80% of residential units are considered affordable.</u>
<i>24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre.</i>	The Concept Plan allocates lands for a new public recreational facility or public school. <u>We propose including additional text to recognize the recreational facility and public school need not have a mid-rise frontage.</u>
<i>25) Development of sites on either the east or west sides of the City Centre Underpass Pathway (see Section 5.2, Policies 6) to 13)) shall be designed with public realm considerations by: a) Terracing downward or providing breaks in the building mass to maximize daylight along this active transportation spine; and b) Activating building frontage(s) by concentrating the access/egress or activities of people of the buildings so they abut the pathway or underpass to keep “eyes on the street”; for example, locating 24-hour lobby, bike storage, or patios abutting the pathway.</i>	The Concept Plan envisions framing the pathway leading to the City Centre Underpass with residential dwellings with active entrances and private terraces to ensure active frontages that provide passive surveillance. Subsequent Site Plan Control applications for the abutting sites will be required to demonstrate how the proposal has addressed these policies in greater detail.
<i>26) Vehicular access to all parcels at 1010 Somerset Street West shall be as described in Section 5.2, Policy 6) and primarily directed to underground and/or podium parking where all vehicular movement between future development phases would occur, as well as site servicing, including: drop-offs and pick-ups, parking, deliveries, loading, garbage and recycling services, moving trucks and emergency vehicles</i>	Further discussion is provided in our review of Section 5.2.



<i>27) Site planning and design of any parcel at 1010 Somerset Street West shall ensure access of larger emergency vehicles, such as Fire Services, including via the surface, as deemed necessary but without compromising the objectives of the public realm policies with respect to pedestrian and cycling priority.</i>	The Concept Plan has been arranged to ensure safe movement of emergency services. Subsequent Site Plan Control applications will be required to demonstrate how the proposal has addressed these policies in greater detail.
<i>28) Prior to redevelopment, a temporary use by-law may be applied to 1010 Somerset Street West to permit, on an interim basis, a City-operated parking lot.</i>	The site is currently used as temporary parking for personnel employed by surrounding construction projects.

The Plant Recreation Centre (930 Somerset Street West) is designated as Mixed Use Block. The following policies have been developed regarding the Plant Recreation Centre and Plouffe Park:

Policy	Description
<i>58) The parcel of Somerset Street West, Oak Street and Preston Street to the western edge of the Plant Bath Recreation Centre shall continue to provide recreational uses and programming, including Plouffe Park. Development should not preclude future expansion to 1010 Somerset Street West, west of it.</i>	The Concept Plan retains Plant Recreation Centre and Plouffe Park. The additional park space will be connected to Plouffe Park through the inclusion of pathways and innovative landscape design as part of the future park development process to be completed by Recreation, Cultural and Facility Services.
<i>59) The property is designated under Part IV of the Ontario Heritage Act. Any redevelopment of this site shall conserve the heritage value and attributes of the designated building and/or site.</i>	A Heritage Impact Assessment was prepared as part of the two applications and summarized in Section 5.5 of this Rationale.

Section 4.2 provides policies related to the built form of particular design features which affect how development engages with and related to the public realm. Most policies consider design elements which are generally too detailed to be included on a Concept Plan. Instead, the following discussion is intended to demonstrate that the Concept Plan, and proposed amendments to the Official Plan and Zoning By-law, a) will not preclude implementation of the policies through subsequent development approvals, and b) provide a framework for future proposals to align with policy direction.

Regarding the animation of building edges: the Concept Plan establishes a continuous building frontage along Somerset Street West which framing various lanes, walkways and open spaces internal to the site. The MC Zone will permit a range of commercial, office, and residential uses allowing for various uses with active frontages on Somerset Street West. Access to parking, loading, and service areas have been consolidated and located internal to the site to limit potential impacts on the surrounding public realm while also ensuring access for emergency vehicles and necessary vehicle use.

Regarding the design of mid-rise buildings: the Concept Plan positions development to relate to abutting sidewalks and allows for the stepping back of upper floors to limit shadowing impacts on the surrounding public realm.



Regarding the design of high-rise buildings: High-rise towers have been arranged to ensure adequate separation, step backs from surrounding public realm assets (public and private streets, parkland, and walkways), and appropriate floorplates to limit shadowing and wind tunnel impacts. The arrangement of towers on the Concept Plan conforms to their location on Schedule M of the Secondary Plan.

Public Realm and Mobility

Section 5 provides policies related to the public realm and mobility. Goals for the public realm and mobility within the district are:

1. *Design a network that supports the transportation modal share targets described in the City's Transit-Oriented Development Plans with a minimum 85 per cent modal share for transit, walking and cycling.*
2. *Maximise the provision of quality infrastructure dedicated to cycling and walking to support the target modal shares and implement a sustainable mobility paradigm that is resilient under a range of possible conditions, such as changing economic or health environments.*
3. *Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation and to improve the local environment and reduce greenhouse gas emissions; enhance the public realm by reducing the footprint of automobiles.*
4. *Improve the amount, types and quality of spaces available for the neighbourhood through increased parks, privately-owned public spaces and create use of public right of way to balance the increased numbers of people living and visiting the district.*

Section 5.1 of the Secondary Plan provides policies, described as objectives, related to the public realm.

Policy	Description
1) <i>Plan and design all new development with a premise of sustainable transportation (foot, bike, transit) having absolute precedence on how streets, paths and other linkages are designed.</i>	The Concept Plan provides a network of pedestrian and cycling pathways which integrate the site with surrounding active mobility infrastructure. Laneways have been designed to limit vehicle pass-through traffic, maintain low travel speeds, and allow for pedestrian and cycling prioritization on-site.
2) <i>Break down superblocks or large parcels of land so they are divided up to connect with the existing street grid and will facilitate the establishment of fine-grain pedestrian realm and mobility network.</i>	The Concept Plan provides a range of new connections which extend the existing street grid. Active mobility will extend south from the City Centre underpass, west from the Trillium Pathway, and east from Preston and Oak Streets.
3) <i>Introduce new active transportation links to form an expansive, diverse and easy-to-use pedestrian and cycling mobility network that connects the neighbourhood.</i>	
4) <i>Minimize the number of streets that provide full vehicular movement.</i>	Vehicular movement will be limited to site access while preventing pass-through traffic. The limited number of laneways have been arranged to ensure access for student drop-off/pick-up areas and bus laybys for the proposed public school, whereas the balance of vehicle infrastructure is intended to provide access to parking



	garages and loading areas away from surrounding streets.
<i>7) Create places of interest, foster identity and support neighbourhood recreation and commerce.</i>	The Concept Plan's arrangement provides several opportunities to develop places of interest, foster a distinct identity, and expand neighbourhood recreation amenities and commercial activity.
<i>8) Design all transportation infrastructure to provide high-quality cycling and walking environments oriented towards O-Train stations.</i>	See response to policy 2 and 3 above.
<i>9) Provide motor vehicle access to all city blocks, including via underground structures, to minimize the number of private approaches and vehicle activity at surface grade.</i>	The Concept Plan proposes no net increase in the number of vehicular accesses to Somerset Street West. The Oak Street access is limited in both size and trip generation.
<i>10) Create indirect driving routes to reinforce slow vehicle speeds, to eliminate cut-through traffic and minimize vehicle volumes.</i>	Internal vehicle routes remove opportunities for pass-through traffic and intended to serve only uses within the site. Laneways have been designed with short blocks and narrow lane cross-sections to limit vehicle speed.
<i>11) Slow speed driving environment on all internal streets to support active transportation</i>	
<i>13) Prohibit new surface parking across the district, in general. At 818 Gladstone Avenue (Rochester Heights Phase 2), very limited amounts of residential surface parking may be permitted in the interior of the block and those spaces shall never abut a public street.</i>	Future development parking needs will be provided by underground parking. Existing surface parking abutting Plant Street will be maintained in its current configuration.
<i>14) Protect the existing character of local side streets.</i>	Development on the site has been shifted north to frame Somerset Street West and focus higher density development closest to Bayview and Corso Italia Stations. The proposal maintains a transition from higher intensity development towards low-rise development to the south of the site.

Section 5.2 provides

The following policies are specific to 1010 Somerset West:

Policy	Description
<i>5) The street and block pattern for properties south of Somerset Street West, west of Preston Street, north of Gladstone Avenue and east of the eastern Trillium Multi-use Pathway (property at 933 Gladstone Avenue and 1010 Somerset Street West) shall follow the street and block framework demonstrated on Schedule N: Corso Italia Station District Public Realm.</i>	The Concept Plan block pattern is consistent with Schedule N.
<i>6) No through street shall be permitted from Somerset Street West to Oak Street.</i>	As discussed in earlier sections location of the school on the site was challenged by the need to balance



	<p>access requirements and the projection of the existing Plouffe Park. To balance these requirements a laneway connecting to Oak Street is proposed to provide access for buses and those with mobility challenges.</p> <p><u>We propose including additional text which states: "A Laneway will be permitted to provide access exclusively for school buses, emergency vehicles, and mobility access to the public school."</u></p>
<p>7) <i>Primary vehicular access to the 1010 Somerset Street West site should only be from Somerset Street West.</i></p>	<p>Primary vehicle access will be from Somerset Street West.</p>
<p>8) <i>Servicing, drop-offs or pick-ups and parking for 1010 Somerset Street West parcels shall primarily occur via a north-south through-block connection from Somerset Street West to a podium and/or underground facility. This includes all access required to the western-most parcel, located on the west side of the right of way extending south from the City Centre Underpass Pathway and future pedestrian and cycling route (Section 5.2, Policy 10)). Any future recreational facilities or institutional uses will be required to use the access from Somerset Street West.</i></p>	<p>An access from Somerset Street West is proposed to provide access to both future residential developments, the RCFS facility, and school site.</p>
<p>9) <i>Notwithstanding, Section 5.2, Policy 8), an external east-west lane on the rear side of buildings with Somerset Street West frontage may be considered, if deemed necessary to service the interior of the block; for example, to address Fire Services operations. This would connect from the principal Somerset Street West access but could run external in lieu of access through the interior of a buildings. Establishing a high quality and safe pedestrian-oriented environment, particularly given the context of the abutting Park, shall remain a priority.</i></p>	<p>An east-west laneway has been proposed to provide access to the school site and service the interior of the block. The laneway runs externally to maintain emergency vehicle access and maintain an integrated network of pathway across the site.</p>
<p>10) <i>City Centre Underpass Pathway, linking City Centre Avenue and 1010 Somerset Street West and the 933 Gladstone Avenue sites, provides the most direct, accessible and convenient route to significant, future redevelopments at City Centre Avenue, Albert Street, LeBreton Flats and the Bayview O-Train Station and shall be used as a primary pedestrian and cycling gateway and corridor to and from these redevelopment sites.</i></p>	<p>The City Centre underpass would be restored and reopened to active transportation modes. Vehicular access is not proposed.</p>
<p>11) <i>Notwithstanding, Section 5.2, Policies 6) and 7), if limited vehicular access is to be provided using the City Centre Underpass Pathway, it must be subordinate to pedestrian and cycling circulation. Should the width of the underpass be enlarged, consideration may be given</i></p>	



to additional vehicular access only if the primacy of pedestrians and cyclists is maintained.

12) Without necessary improvements to the underpass (as described in Section 5.2, Policy 11)), vehicular use of the City Centre Underpass Pathway shall not be permitted for general public access to parking uses on any parcel at 1010 Somerset Street West (public or private). Vehicular use at City Centre Underpass Pathway may be considered for limited access for the servicing of 1010 Somerset Street West, if a public recreational facility or school were to develop and if deemed necessary. Under such a circumstance, restricted automobile access would not interfere with the core function, as a key pedestrian and cycling route.

As part of the initial design process several concepts were developed siting the school at different locations across the site. An earlier concept plan proposed locating the school adjacent to Preston Street with school bus drop-off located between the Plant Recreation Centre and school (a unidirectional exit to Preston Street would allow buses to exit the site). Based on community feedback the school site was moved west to retain Plouffe Park.

To maintain pedestrian safety and limit impacts to surrounding streets an internal bus lay-by area and exit has been proposed between the existing Plouffe Park western boundary and principal school frontage. The access lane will allow for bus drop-off adjacent the school and separate from caregiver pick-up/drop-off areas. Considering the size of the overall site and surrounding context the inclusion of internal bus lay-bys and pick-up/drop-off areas is appropriate and does not conflict with other Secondary Plan objectives.

Section 5.4 provides direction on the creation and development of parks and other public spaces. Policy 1 of Section 5.4 provides the basis of creating the new parkland over 1010 Somerset Street West and states:

- 1) *A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the existing Plouffe Park to the existing eastern Trillium Multi-use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm.*

While the Concept Plan proposes would establish a new park with an area of one hectare on 1010 Somerset Street West, the revised arrangement includes a limited interface with existing Plouffe Park along the Oak Street frontage. To provide clarity to the policy and ensure alignment with the Concept Plan, we propose the adjustments to the policy to recognize the presence of the proposed school and affirm the green corridor from Plouffe Park to the new park along Oak Street. The following text would replace policy (in the below passage, added text is underlined, whereas deleted text has been struck):

- 1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the public school existing Plouffe Park to the existing eastern Trillium



Multi-use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm. The new park will be linked to the existing Plouffe Park by way of a green corridor abutting Oak Street.

Further details of the design of the one-hectare park are discussed in Policy 2; these policies will be considered by Recreation, Cultural and Facility Services through detailed design of the park.

Policies in Section 5.1 and 5.4 of the Secondary Plan identify the Trillium Pathway as a Green Transportation and Utility Corridor to recognize the area's dual nature as both part of the City's crosstown bikeway network and as an underground pathway for various trunk sewers. Placement of the rail corridor over an historic, surveyed street grid has resulted in several jagged and uneven property lines along the site's westernmost boundary. These jagged property boundaries create challenging development setbacks which impede the ability to efficiently use lands abutting the corridor for either residential development or public realm improvements.

An opportunity exists to rationalize the property boundaries along the western edge of the subject site to deliver both public realm enhancements and innovative urban design. Recognizing this opportunity, we propose the addition of a new policy to Section 5.4 of the Secondary Plan, applicable only to the subject site, which will allow a more flexible interpretation of the character area boundaries to advance the vision and objectives of the Secondary Plan, stating:

1010 and 1020 Somerset Street West

- 72) The boundary of the Green Transportation and Utility Corridor on Schedules L, M, and N is approximate and may be adjusted if a development proposal can demonstrate it advances the other policies of this section.

The proposal conforms to intent of the policies of Section 5 and aligns with the stated public realm and mobility goals to prioritize transit, walking and cycling through the provision of quality infrastructure, de-emphasis of private vehicle infrastructure, and; improvement of the quantity and quality of neighbourhood amenities.

Sustainability

Section 6 of the Secondary Plan provides various policies intended to reduce energy consumption and greenhouse emissions. Central among these policies are those intended to support a district energy system facility. District energy systems generate heating and cooling at a central plant and distributes it to multiple buildings through a network of pipes, making it more efficient than individual heating and cooling systems.

The City is currently assessing the viability of establishing a district energy system on the site to serve development proposed by the Concept Plan and, in the future expand the system to serve surrounding developments. A space for a potential facility has been identified on the west edge of the site, nestled among proposed residential towers, and provides an opportunity for integration of the facility with the



larger residential development. Further information on the viability of such a system on the site will be available at the time of report completion.

The Concept Plan and proposed amendments to the Official Plan and Zoning By-law align with the vision and goals of the West Downtown Core Secondary Plan.

4.4 Design Guidelines

The City of Ottawa has prepared various design guidelines to provide more detailed guidance to development proponents in aligning their projects with urban design best practices. While some guidelines can be applied to all development, many are intended to address common features of a particular building typology or land use context.

Most design guidelines which are applicable to the proposed development provide guidance at a scale, and level of detail, narrower than can be appropriately reflected in a concept plan. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement but instead is encouraged to promote consistency throughout the City. Such guidelines should be re-examined through subsequent Site Plan Control applications as individual pieces of the overall Concept Plan are advanced.

The below guidelines were reviewed when assessing the proposed development:

Urban Design Guidelines for Development Along Arterial Mainstreets

Somerset Street is designated existing Arterial per Schedule C5-Downtown Core Road Network. In May 2006, City Council approved design guidelines to address development along Arterial Mainstreets. These guidelines support compatible development that respects the character of the street and adjacent areas.

Guidelines	Response
<i>Guideline 1: Locate new buildings along the public street edge</i>	The Concept Plan proposes consistent building frontages along Somerset Street West. A combination of street trees and landscape elements are used to frame frontages along Preston and Oak Streets.
<i>Guideline 4: Use buildings, landscaping and other streetscape elements to create continuous streetscapes</i>	
<i>Guideline 7: Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.</i>	The Concept Plan focuses the tallest buildings along the Line 2 corridor in proximity to other



<p><i>Guideline 10:</i> Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets</p>	<p>The proposed concept plan shows active transportation linkages within the site connecting Somerset Street in the north to Oak Street in the south.</p>
<p><i>Guideline 11:</i> Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations</p>	<p>The proposed mixed-use development will intensify the site benefitting from the existing public transit and recreational amenities,</p>
<p><i>Guideline 12:</i> Design the built form in relation to the adjacent properties to create coherent streetscapes.</p>	<p>The proposed development respects the surrounding existing uses and makes realistic connections between the intended uses on the site and surrounding context.</p>
<p><i>Guideline 13:</i> Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.</p>	<p>Higher density uses are concentrated on the northern portion of the site along Somerset Street West. Additional parklands and the proposed elementary school will be located in the southern portion of the site. Further south, the proposed Gladstone Village development will evolve with range of low-to-mid rise heights.</p>
<p><i>Guideline 14:</i> Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact</p>	
<p><i>Guideline 17:</i> Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.</p>	<p>The proposed development fronts onto Somerset Street West. This Zoning By-law application only intends to zone the site appropriately for future development. Details such as location of front doors, public access, parking ramps etc. will be investigated at a later date.</p>
<p><i>Guideline 19:</i> Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites</p>	
<p><i>Guideline 28:</i> Locate parking structures that serve multiple properties in the interior of the block as intensification occurs. Do not front the parking structure onto the mainstreet unless commercial facilities line the edges of the building and face the street.</p>	
<p><i>Guideline 39:</i> Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces.</p>	<p>This Zoning By-law application is accompanied by a Tree Inventory Plan and Landscape Concept which will review the existing trees on site to determine future impacts and recommendations for retention.</p>
<p><i>Guideline 50:</i> Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes,</p>	<p>Site service areas such as loading areas, garbage and recycling collection areas, and parking access ramps are located interior to the site and screened from</p>



<i>garbage and recycling container storage, loading docks and ramps and air conditioner compressors.</i>	Somerset Street West, park areas, and surrounding residential.
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Transit-Oriented Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

Guidelines	Response
<i>Guideline 1: Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.</i>	The proposed development is located within 600 m from the Bayview and Corso Italia Stations and provides for transit-supportive uses such as ground floor commercial, residential, and recreational and educational facilities.
<i>Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.</i>	The intended use of the proposed recreational facility is for the immediate neighbourhood as well as the surrounding inner urban area. However, given the proximity to the LRT station, the City envisions the centre to be able to offer services for all residents. The additional parklands and ground floor commercial provides further opportunity to create a complete neighbourhood minimizing the need to travel/
<i>Guideline 6: Create pedestrian and cycling “short cuts” that lead directly to transit. Pathways require a minimum 6-metre right-of-way. Ensure these “short cuts” are maintained and free of ice and snow in winter. Look for opportunities to link “short cuts” to the larger greenspace, pedestrian and cycling networks.</i>	The proposal incorporates the existing multi-use pathway and City Centre underpass and provides an active transportation linkages through the site.
<i>Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design.</i>	Portions of the site proposed for development by the Concept Plan have a higher lot coverage while maintaining a dense network of sidewalks and pathways for active mobility. The bus stop pairs located at the corner of Somerset Street West and Preston Street allow for easy transfers between two frequent service bus routes and will be retained in their current locations.



<p><i>Guideline 8:</i> Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station. This could be provided within one building or within several adjacent buildings.</p>	<p>The concept plan shows the residential towers located adjacent to the Line 2 corridor with convenient access to the proposed Corso Italia Station. Alternately, Bayview Station is located a short walk north of Somerset Street West.</p> <p>The Trillium Pathway provides direct connections to both stations from the site.</p>
<p><i>Guideline 9:</i> Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station.</p>	
<p><i>Guideline 10:</i> Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles. Look for opportunities to face buildings to the station, integrate them with the station, and connect them to the station.</p>	
<p><i>Guideline 16:</i> Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.</p>	
<p><i>Guideline 12:</i> Create highly visible landmarks through distinctive design features that can be easily identified and located.</p>	<p>The Concept Plan provides multiple opportunities for buildings and public spaces to include distinctive design features, establishing them as distinctive landmarks. Examples include the new RCFS facility, Plant Recreation Centre addition, and northwest mixed use tower- all of which will feature prominently from surrounding streets and park space.</p>
<p><i>Guideline 18:</i> Reduce or limit grade separated pedestrian connections. Where pedestrian grade separation is required, the connection should be continuous and integrated. Elevated connections are preferred over below grade connections for reasons of cost, reduced interruption of below grade services, safety and provision of views into the public realm.</p>	<p>While grade separation of active mobility can cause challenges related to infrastructure and perceived safety the site provides a unique opportunity to take advantage of an existing connection beneath the Somerset Street West viaduct. The underpass is identified in the Secondary Plan, and reflected in the Concept Plan, as a unique feature of the site and opportunity to enhance pedestrian and cycling connectivity. Further detail of the underpass connection will be explored through future development phases.</p>
<p><i>Guideline 28:</i> Reduce or limit grade separated pedestrian connections. Where pedestrian grade separation is required, the connection should be continuous and integrated. Elevated connections are preferred over below grade connections for reasons of cost, reduced interruption of below grade services, safety and provision of views into the public realm.</p>	



<p><i>Guideline 39:</i></p> <p><i>Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.</i></p>	<p>The Concept Plan proposes all new parking to be located below grade to maximize opportunities at grade for public realm and active mobility connectivity.</p>
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Bird Safe Design Guidelines

The City of Ottawa recognises that birds are an essential part of our environment, and that their ability to survive in our city is threatened in part by its buildings and structures. The purpose of the Bird Safe Design Guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.

These guidelines will be further investigated at a future site plan control stage.

Urban Design Guideline for High-rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings provides for development proposals that include high-rise buildings. The concept plan has been designed to show Residential Tower A as 25-storeys, Residential Tower B as 20-storey and Residential Tower C as 15-storeys. The Ottawa Community Housing is proposed as a mid-rise building 6-storey high. These considerations may change in the future based on the development proponent's proposal.

This application has been prepared in support of an Official Plan Amendment and Zoning By-law Amendment application. For that reason, based on the uncertainty and possible changes to the heights of the residential towers, the Urban Design Guidelines for High-rise Buildings will be further evaluated at a later date in the future.



5 Supporting Plans and Studies

The Concept Plan, and concurrent Official Plan and Zoning By-law Amendments, are informed by a number of studies and investigations of the site. The following studies and investigations have been completed in support of the concurrent planning applications and have informed the refinement of the Concept Plan.

5.1 Geotechnical Investigation

Stantec prepared a preliminary geotechnical investigation to provide an overview of the subsurface conditions of the subject site and identify potential geotechnical issues or concerns. A field investigation was conducted prior to advancing seven boreholes and laboratory testing. The report discusses and lists key subsurface soil conditions for the proposed development in greater detail. The report considers future site preparation, frost considerations, foundation considerations, backfill, pavement design, temporary excavations, and groundwater control.

The investigation concludes that the site is covered by 1.5 m to 3.3 m of fill overlaying an additional 2.0 m to 6.1 m of thick, compressible Champlain Sea clay. The clay was assessed as having a stiff to very stiff consistency and limited capacity to support new loads. The investigation recommends deep foundations be incorporated to in the design of multistorey buildings and high-rises.

The Champlain Sea clay is in turn underlaid by a silty sand till deposit. Current assessment indicates that a portion of this deposit, between 5.6 and 9.2 m in depth, may be susceptible to liquefaction with further investigation recommended. Liquefaction settlement concerns apply only to non-pile supported elements.

Further field investigation and analysis is underway to reevaluate liquefaction potential and propose measures to mitigate risks of liquefaction affecting buildings on non-pile foundations.

5.2 Noise and Vibration Feasibility Study

Stantec prepared a Noise and Vibration Feasibility study for the subject site. The study provides a preliminary assessment of noise and vibration impacts from surrounding transportation sources and noise impacts from stationary noise sources on the project's planned sensitive receptors.

An assessment of the surrounding noise sources was completed using the applicable MECP and ENCG Class 1 exclusion noise limits. Four facilities with stationary noise sources were identified in the vicinity of the site for this study based on the MECP Guideline D-6 which are further detailed in the study. These sources were identified as having the potential to generate noise in excess of permitted Ministry



guidelines. Further investigation will be warranted once individual proposals are advanced for various portions of the site. The current Concept Plan does not include details related to building design, amenity area locations, or other design elements which affect noise impacts. If warranted, there are several approaches to noise mitigation including on-site design solutions, mitigation measures at the noise source, or identification of the area as a Class 4 noise area under the City Noise By-law.

A vibration assessment was performed and found that vibration levels from the rail operations at the development meet the applicable FCM/RAC criteria. As such, no site-specific vibration mitigation is required for the proposed development.

5.3 Transportation Impact Assessment

Stantec prepared a Transportation Impact Assessment (TIA) to evaluate existing and planned transportation systems capacity surrounding the site, calculate anticipated trip generation from the various proposed uses, and identify potential safety concerns and propose mitigation measures.

The TIA identifies various road and intersection capacity concerns as a result of both the proposed development and as a result of growing background traffic. To mitigate these impacts, the report provides various recommendations to increase bus frequency, adjust signal timing at the intersection of Somerset Street West and Preston Street, and introduce various transportation demand management (TDM) measures for the development to shift modal share at peak periods away from private automobiles.

Key recommendations of the report are:

- Monitor intersection operations at Somerset Street West and Preston Street as there will be an increase in ridership due to the proposed development and implement adjustments as necessary.
- The report identifies that there is lack of connectivity to a broader dedicated cycling infrastructure in the area. The implementation of a dedicated cycling infrastructure may not be viable.
- Development of a well-rounded pedestrian network to connect to sidewalks, transit and surrounding amenities.

The report offers specific recommendations for each phase as follows:

Phase I - Proposed Elementary School: Recommended to use the unsignalized access to Plant Bath Recreation Centre for the school use.

Phase II - Affordable Housing along Somerset Street West: Recommended a new signalized access on Somerset Street West which will function as vehicular access to the future residential development and RCFS.

Phase III - Market Rate Housing: No additional changes to the site's access.

Phase IV - Recreational and Cultural Facility: No additional changes to the site's access.



5.4 Adequacy of Services

Stantec prepared an Adequacy of Services report to investigate the availability of public services to the subject site. The report assessed and identified preliminary servicing and stormwater management conditions based on the City of Ottawa standards and guidelines.

Wastewater Servicing

The report finds that the proposed development will be serviced with a connection to the existing 1500 mm diameter combined sewer in Champagne Avenue. It further confirms that availability of appropriate backwater valve requirement is satisfactory.

Stormwater Management and Servicing

The report finds that the proposed developed will be serviced with a connection to the existing 1650 mm diameter storm sewer located within the existing sewer easement along the western boundary of the subject site. However, the report highlights that a portion of the sewer conflicts with the proposed future residential development. This will be resolved by adjusting the footprint of the proposed building (subsequent Site Plan Control process) or relocating the pipe to within the internal laneways of the site.

The investigation resulted in indication that existing public services immediately adjacent to the subject site are adequate to support the proposed development.

Site Grading

Grading design for the proposed development on the subject site was based on the existing topography and the requirement to route overland flows from the proposed development to the adjacent ROW's. Preliminary investigation reveals that major system flows will be directed to Somerset Street and City Centre Avenue and ultimately the Plouffe Park storm relief area as per existing conditions.

The report provides that the subsequent site plan control stage will need to demonstrate and determine the viability of services to the development recommending detailed investigation. Further, the report also provides that no change in services to the existing Plant Recreation Centre is warranted.

5.5 Heritage Impact Assessment

Stantec prepared a Heritage Impact Assessment (HIA) for the subject site which is based on the City of Ottawa's Heritage Impact Assessment Terms of Reference. 930 Somerset Street is designated under Part IV of the *Ontario Heritage Act* through By-law 44-95. Subsequently, an impact assessment for the Plant Bath was completed to determine potential for indirect impacts to the Plant Bath. Further, the study



recommends an addendum to the HIA during detailed design process for the expansion of the Plant Recreation Centre. The addendum should identify the impacts to the heritage attributes of the Plant Bath based on the design of the expansion and should provide design specific mitigation measures to conserve the cultural heritage features of the structure.

1010 Somerset is not designated under Part IV or V of the *Ontario Heritage Act*, and it is not listed on the City's Heritage Register. As such, an evaluation of heritage features is not required in advance of the demolition of 1010 Somerset Street West.

5.6 Tree Inventory Plan and Landscape Strategy

Stantec has prepared a Tree Inventory Report to determine the tree species on the subject site and those growing in the road right-of-way, general health conditions of the existing vegetation and the potential impacts to trees during construction in the future. Further the report provides, tree protection and tree mitigation recommendations in support of this proposed development.

Based on the Concept Plan, the report identifies forty-one (41) trees will require removal to facilitate development. In particular, the anticipated tree removals are required for the future construction of the Recreation and Cultural Facility, the expansion of the Plant Recreation Centre, proposed school and Oak Street connection which are identified in the report. The trees identified for removal are largely non-native and invasive species such as Siberian elm, Manitoba maple, and Norway maple. Other native species, such as American elm and white oak are also proposed for removal.

The report further recommends that several existing trees have the potential to be retained which have been identified in the report. Mitigation measures should be taken to limit physical damage to trees that may be retained by the installation of temporary protection fencing at or beyond the identified critical root zone.

The report also recommends that all removed trees to be compensated with new tree plantings based on the City's guidelines and standards.



Appendix A

Table of Proposed Amendment to the West
Downtown Core Secondary Plan



Appendix A: Proposed Amendments to Official Plan Volume 2B (Urban Secondary Plans)

West Downtown Core Secondary Plan Chapter 3: Corso Italia Station Area

Existing Policy	Proposed Amended Policy	Explanation
Section 4.1: Character Areas and Their Built Form		
<u>1010 and 1040 Somerset Street West</u> 24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre.	<u>1010 and to 1040 Somerset Street West</u> 24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre. <u>A recreational facility or public school facing Somerset Street West need not have a mid-rise frontage.</u>	Change the heading to include 1020 Somerset Street West in policy direction. The proposed recreation facility will be up to three storeys in height, whereas mid-rise is between five and nine storeys.
Proposed new policy	23) a) <u>A residential building in which at least 80% of dwelling units are considered affordable is exempted from the requirement for non-residential active frontages.</u>	Provide design and operational flexibility for proposed OCH affordable housing block.
Section 5.2: New Streets and Active Transportation Network		
<u>1010 Somerset Street West</u> 6) No through street shall be permitted from Somerset Street West to Oak Street.	<u>1010 Somerset Street West</u> 6) No through street shall be permitted from Somerset Street West to Oak Street. <u>A laneway will be permitted to provide access exclusively for school buses, emergency vehicles and mobility access to the public school</u>	Permit the laneway serving the public school, limited to specific types of vehicles.
Section 5.4: Parks and Other Public Spaces		
Park 1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the existing Plouffe Park to the existing eastern Trillium Multi-use	Park 1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the <u>public school existing Plouffe Park</u> to the existing eastern Trillium Multi-	Clarify that the new park is located between the public school and Trillium Multi-use Pathway. Add text to maintain a green linkage between Plouffe Park and the new Park next to Oak Street.

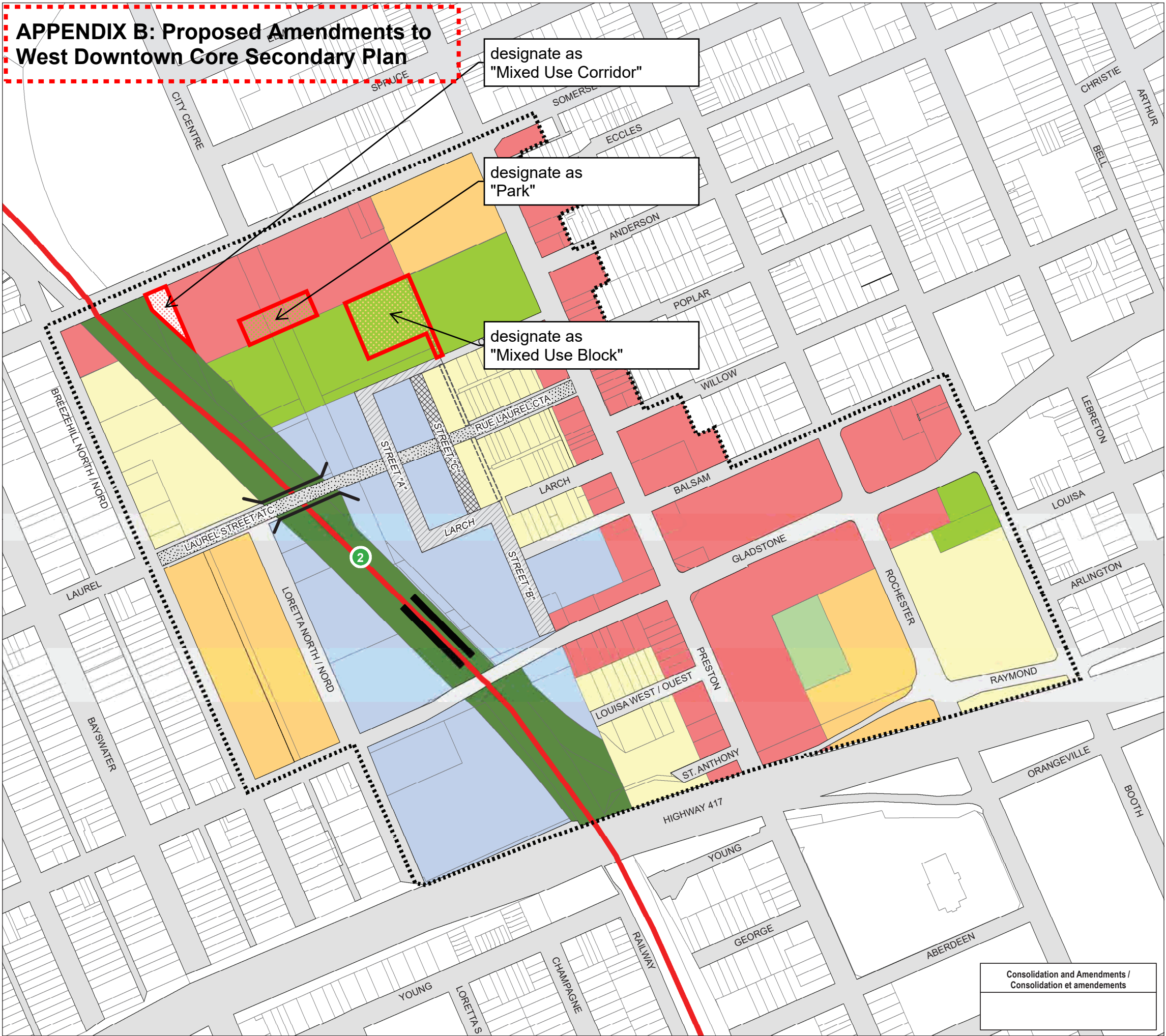
Pathway, as shown on Schedule N: Corso Italia Station District Public Realm.	use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm. <u>The new park will be linked to the existing Plouffe Park by way of a green corridor abutting Oak Street.</u>	
Green Transportation and Utility Corridor Proposed new policy	<u>1010 and 1020 Somerset Street West 72) The boundary of the Green Transportation and Utility Corridor on Schedules L, M, and N is approximate and may be adjusted if a development proposal can demonstrate it advances the other policies of this section.</u>	Provide flexibility for development along the east boundary of the Green Transportation and Utility Corridor to propose innovative design solutions that make efficient use of land while enhancing the Trillium Multiuse Pathway.
Schedules		
Schedule L: Character Areas	Amend boundary of Park designation to align with Concept Plan Redesignate school site to "Mixed Use Block" Redesignate part of 1020 Somerset Street West to "Main Street Corridor"	Align schedules with the Concept Plan.
Schedule M: Maximum Building Heights and Tower Locations	Amend boundary of Park designation to align with Concept Plan Redesignate school site to "6 storeys"	
Schedule N: Corso Italia Station District Public Realm	Amend boundary of Park designation to align with Concept Plan	
Schedule O: Key Properties or Areas Noted in Secondary Plan Policy	Amend boundary of Parcel 5 to include part of 1020 Somerset West	

Appendix B

Figures Showing Proposed Adjustments to West
Downtown Core Secondary Plan Schedules L, M, N,
and O



APPENDIX B: Proposed Amendments to West Downtown Core Secondary Plan



West Downtown Core / Centre-ouest

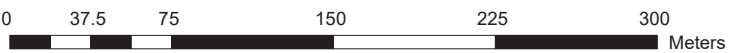
SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Schedule L - Character Areas

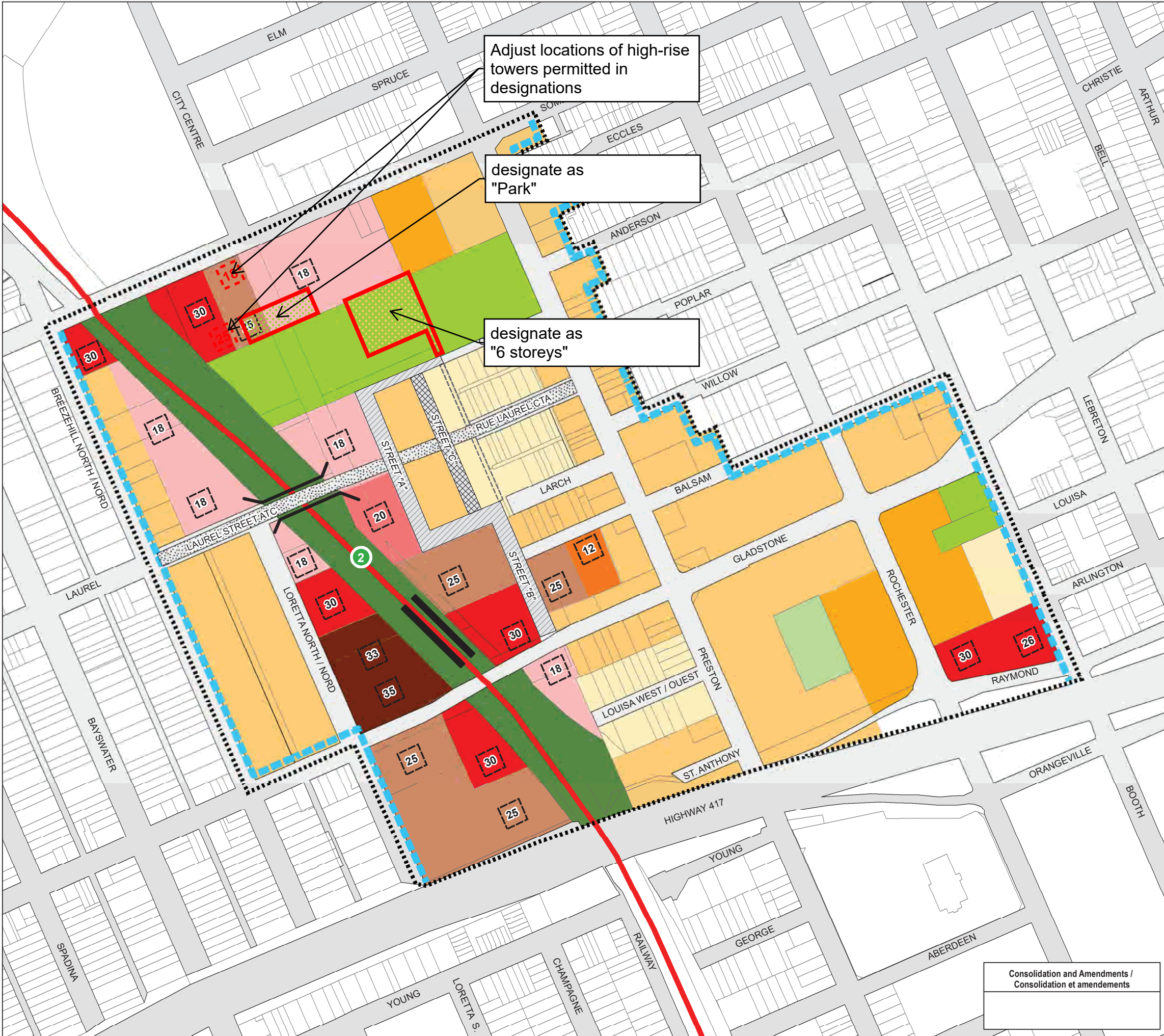
Secteur de la station Corso Italia /
Annexe L - Secteurs à caractère pittoresque

Corso Italia Station District Secondary Plan Boundary/
Limite du Plan secondaire du secteur Station Corso Italia

- Station Area / Zone de la station
- Main Street Corridor / Rues principales
- Mixed-Use Block / Îlot à usage mixte
- Mixed-Use Neighbourhood / Quartier polyvalent
- Park / Parc
- Other Greenspace / Espace vert
- Green Transportation and Utility Corridor /
Couloir de mobilité durable et de services publics
- Future Street / Future rue
- Future Woonerf Street (per Section 5.2, Policy 23) /
Future rue Woonerf (selon la Section 5.2, politique 23)
- Laurel Street Active Transportation Corridor (ATC) /
Couloir de transport actif de la rue Laurel (CTA)
- Future Lane / Future ruelle
- Active Transportation Bridge /
Passerelle de mobilité active
- O-Train and/et Station
- O-Train Line / Ligne O-Train



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SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Schedule M - Maximum Building Height and Tower Location

Secteur de la station Corso Italia /
Annexe M – Hauteur de bâtiment maximale et emplacement des tours

Corso Italia Station District Secondary Plan Boundary /
Limite du Plan secondaire du secteur Station Corso Italia

HEIGHT / HAUTEUR

MAXIMUM BUILDING HEIGHTS / HAUTEURS MAXIMALES DES IMMEUBLES

4 storeys / étages	20 storeys / étages
6 storeys / étages	25 storeys / étages
9 storeys / étages	30 storeys / étages
12 storeys / étages	31+ storeys / étages
18 storeys / étages	

A dashed-square within a coloured area indicates the high-rise tower permitted within that designation, its potential location, and its maximum building height. /
Un carré pointillé dans une zone de couleur représente l'immeuble de grande hauteur qui y est permis, avec son emplacement potentiel et sa hauteur maximale.

Park / Parc
Other Greenspace / Espace vert
Green Transportation and Utility Corridor /
Couloir de mobilité durable et de services publics

Future Street / Future rue

Future Woonerf Street (per Section 5.2, Policy 23) /
Future rue Woonerf (selon la Section 5.2, politique 23)

Laurel Street Active Transportation Corridor (ATC) /
Couloir de transport actif de la rue Laurel (TCA)

Future Lane / Future ruelle

Active Transportation Bridge /
Passerelle de mobilité active

O-Train and/et Station

O-Train Line / Ligne de l'O-Train

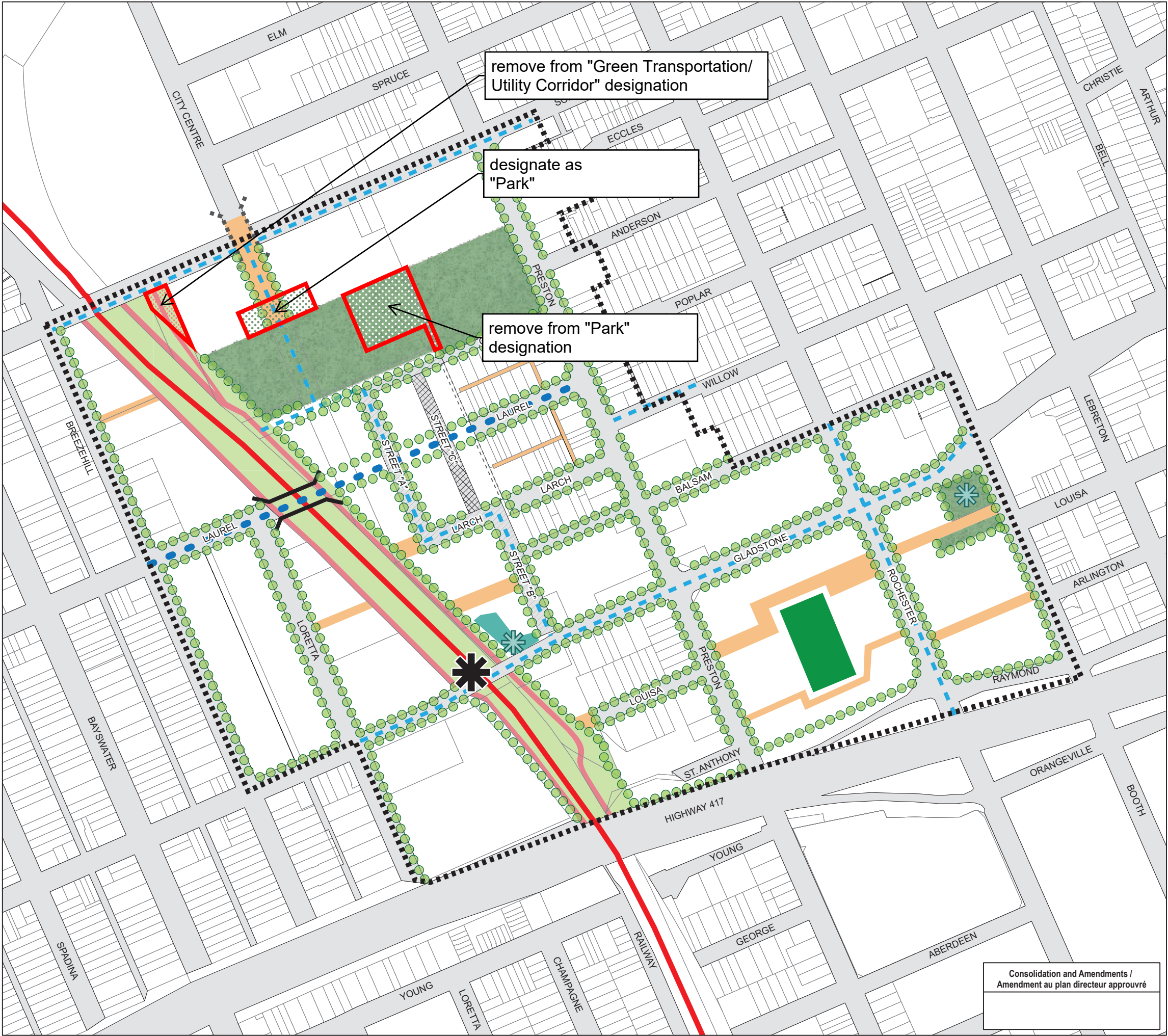
Neighbourhood Line / Ligne de quartier

Consolidation and Amendments /
Consolidation et amendements

Ottawa

0 37.5 75 150 225 300 Meters

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Corso Italia Station District /
Secteur de la station Corso Italia



SECONDARY PLAN - Volume 2
Schedule N – Public Realm

PLAN SECONDAIRE - Volume 2
Annexe N – Domaine public

- Corso Italia Station District Secondary Plan Boundary /
Limite du Plan secondaire du secteur de la Station Corso Italia
- Park* / Parc*
- Privately-owned Public Space (POPS)* /
Espace public appartenant à des intérêts privés*
- Other Greenspace / Autres espaces verts
- Green Transportation/Utility Corridor /
Couloir de mobilité durable et de services publics
- Urban Plaza / Esplanade
- Mid-block connection / Lien à mi-îlot
- Future Street - Street A, Street B, and Larch /
Future rue pour « Street A », « Street B » et Larch
- Future Woonerf Street - Street C / Future rue Woonerf pour « Street C »
- Future Lane / Future ruelle
- Bike Lane / Voie cyclable
- Laurel Steet Active Transportation Corridor (ATC) /
Couloir de transport actif (CTA) de la rue Laurel
- Multi-use Pathway / Sentier polyvalent
- City Centre Underpass Pathway /
Sentier souterrain de l'avenue City Centre
- Active Transportation Bridge /
Passerelle de mobilité active
- Streetscape Tree Planting / Plantation d'arbres le long des rues
- O-Train Station / Station de l'O-Train
- O-Train

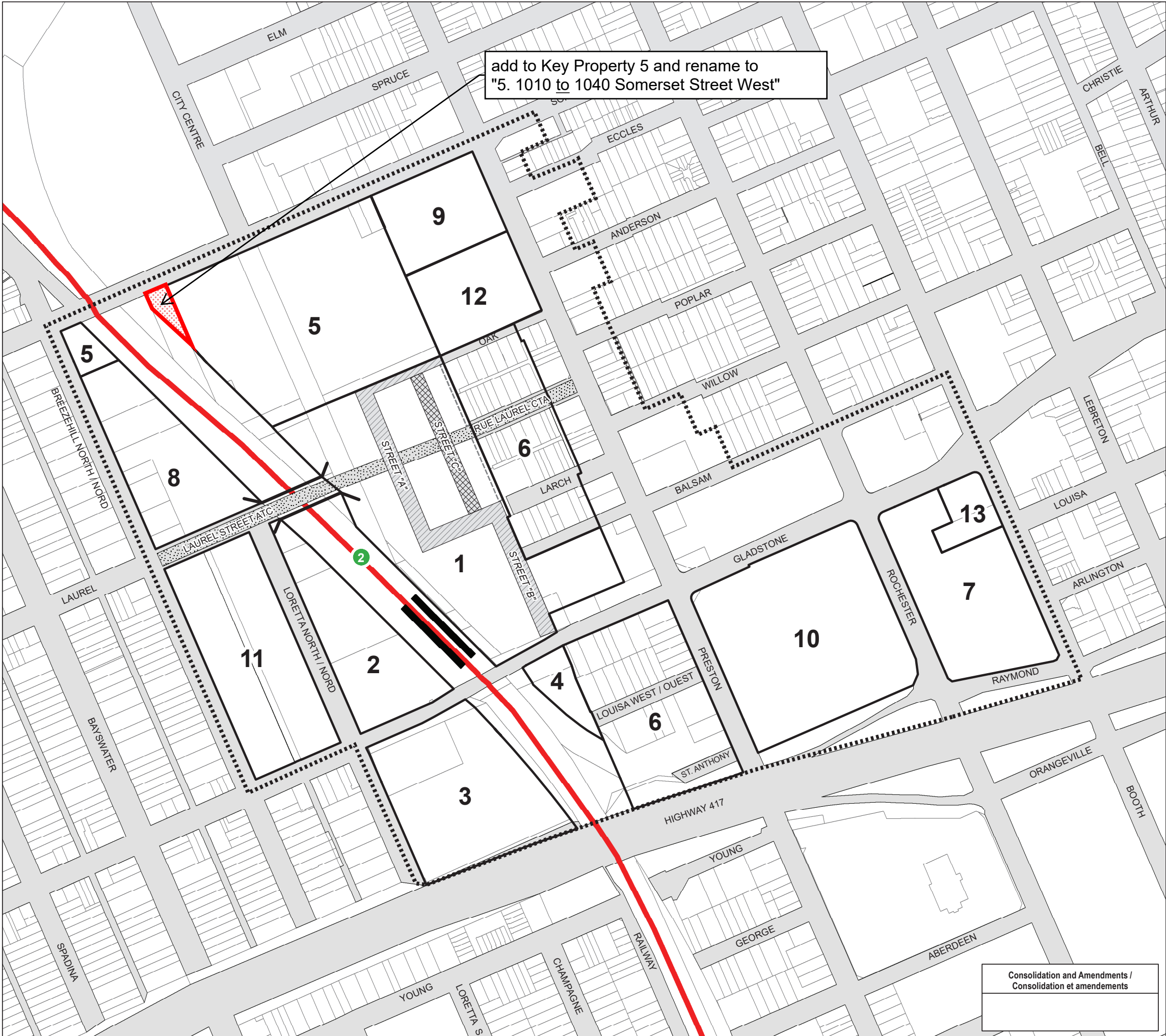
* Note: All Park, Other Greenspace, POPS and Mid-Block Connections shown on this plan are approximate and their size and configuration are subject to change.

* Remarque : Tous les parcs, espaces verts, les espaces publics et les liens mi-îlot appartenant à des intérêts privés ne figurent sur ce plan qu'à titre indicatif. Leur taille et configuration peuvent être modifiées.



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with Business and Technical Support Services

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Analyse géospatiale, technologie et solutions en collaboration
avec Les Services de soutien technique et aux activités




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PLAN SECONDAIRE - Volume 2

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

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

 Corso Italia Station District Secondary Plan Boundary/
Limite du Plan secondaire du secteur Station Corso Italia
STATION AREA / VOISINAGE DE LA STATION

1. North-east quadrant (933 Gladstone Avenue) / Quadrant Nord Est (933, avenue Gladstone)
2. North-west quadrant (951 Gladstone Avenue, 145, 131 and 127 Loretta Avenue North) /
Quadrant Nord Ouest (951, avenue Gladstone, ainsi que 145, 131 et 127, avenue Loretta nord)
3. South-west quadrant (175 Loretta Avenue North, 950 Gladstone Avenue) / Quadrant Sud
Ouest (175 avenue Loretta nord, 950, avenue Gladstone)
4. South-east quadrant (938 Gladstone Avenue) / Quadrant Sud Est (938, avenue Gladstone)

MAIN STREET CORRIDOR / COULOIR DE LA RUE PRINCIPALE

5. 1010 and 1040 Somerset Street West / 1010 et 1040, rue Somerset ouest

MIXED-USE NEIGHBOURHOOD / QUARTIER POLYVALENT



6. Preston Side Streets / Rues secondaires de la rue Preston
7. Rochester Heights Phase 2 (818 Gladstone Avenue) / Phase 2 de Rochester Heights
(818, avenue Gladstone)
8. Breezehill Avenue North / Avenue, Breezehill Nord

MIXED-USE BLOCK / PÂTÉS DE MAISONS À UTILISATION POLYVALENTE

9. Plant Bath Recreation Centre (930 Somerset Street West) / Centre récréatif Plant (930, rue
Somerset Ouest)
10. Adult High School (300 Rochester Street) / Adult High School (300, rue Rochester)
11. Canada Bank Note Company (975 Gladstone Avenue) / Compagnie canadienne des billets
de banque limitée (975, avenue Gladstone)

PARKS / PARCS

12. Plouffe Park / Parc Plouffe
13. Piazza Dante Park / Parc Piazza Dante

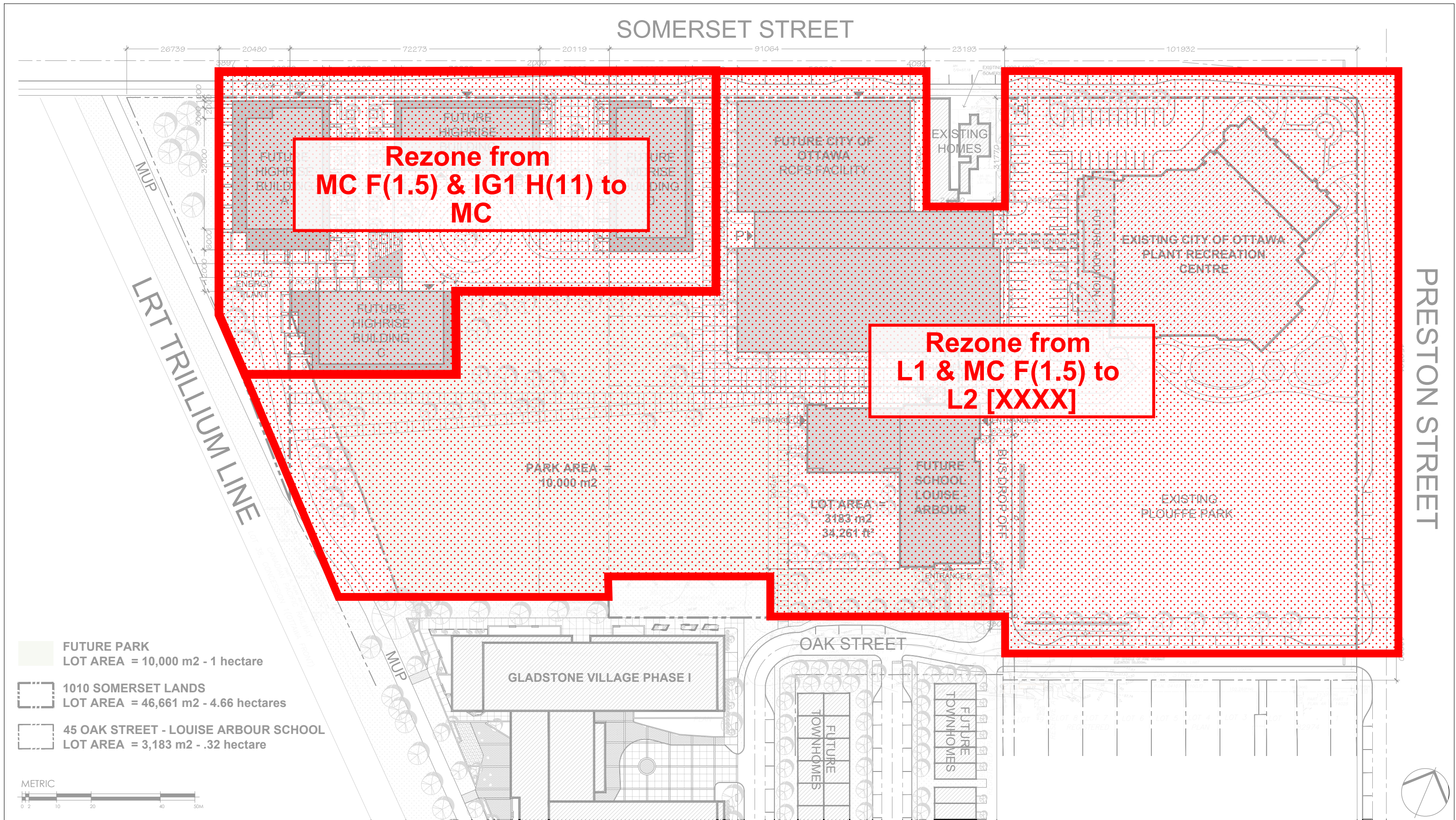
-  Future Street / Future rue
-  Future Woonerf Street (per Section 5.2, Policy 23) /
Future rue Woonerf (selon la Section 5.2, politique 23)
-  Laurel Street Active Transportation Corridor (ATC) /
Couloir de transport actif de la rue Laurel (CTA)
-  Active Transportation Bridge /
Passerelle de mobilité active
-  Future Lane / Future ruelle
-  O-Train and/et Station
-  O-Train Line / Ligne de l'O-Train

Consolidation and Amendments /
Consolidation et amendements

Appendix C

Figure Showing Proposed Zones over Concept Plan





1010 SOMERSET ST.
OTTAWA, ON

SITE PLAN
SCALE 1 : 1000
FEBUARY 28th 2025

Appendix D

Table of Proposed Site-Specific L2[XXXX] Zone Provisions



Appendix D: Table of Proposed Site-Specific L2 [XXXX] Zone Provisions

Part 15: Urban Exceptions

Exception Number	Applicable Zones	Exception Provisions		
		Additional land uses permitted	Land uses prohibited	Provisions
XXXX	L2[XXXX]	<ul style="list-style-type: none"> Parking garage Parking lot, limited to 60 spaces 		<p>Abutting parcels affected by this exception shall be considered one lot for zoning purposes</p> <p>Despite any provision to the contrary, a lot line abutting Somerset Street West is considered the front lot line</p> <p>Minimum front yard or corner side yard setback: 1.5 m</p> <p>Minimum interior side yard setback: 0 m</p> <p>Maximum building height: 24 m</p> <p>Minimum vehicle parking shall be calculated on the basis of Schedule 1A, Area Z provisions</p>



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