

UDRP Report

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christine@q9planning.com

Date: April 29 2025

File: 073124 - 45 Oak Street

To: Solé Soyak,

Development Review All Wards

URBAN DESIGN REVIEW PANEL REPORT - 45 OAK STREET

The following is an abbreviated Urban Design Review Panel (UDRP) Report in response to the Urban Design Review Panel Recommendations provided for the proposed Official Plan and Zoning Amendments (OPA/ZBA) for the 1010 Somerset Community Hub Concept. Part of the overall concept includes the proposal of a 4-storey french public elementary school, Louise Arbour 45 Oak Street that is the subject of a separate Site Plan Control Application.

While many of the URDP recommendations were specific to the OPA and ZBA for the overall Community Hub Concept, some recommendations were specific to the proposed school and related SPC application. The following report provides responses to the school-specific recommendations.

A full UDRP Report will be provided through the OPA and ZBA process.

(1) Urban Design Review Panel Meeting Details:

UDRP Meeting Date: April 4 2025

UDRP Meeting Time: 11 a.m.

Attendance: UDRP Panel: David Leinster, James Parakh, Heather Rolleston, Nigel Tai, Alex Taranu, Emmanuelle van Rutten, Colin Berman, Philip Evans. City of Ottawa: Edith Tam, Erin O'Connell, Solé Soyak, Karanpreet Kaur, Christopher Moise. Hobin Architecture: Rheal Labelle, Melanie Lamontagne. Stantec: Eric Bays, Aditi Mane. Project Paysage: Serge Gallant

(2) Response to School Specific Recommendations:

Key Recommendations

(4 of 25) The Panel supports the urban school model and integration of playgrounds, describing it as precedent-setting not only in Ottawa but from a Canadian perspective.

As this is an urban setting in a hub designation, it remains important to have thoughtful synergy between planned spaces. Having the school utilize park space as part of the playground is not entirely uncommon and there are already existing examples of this in Ottawa, including Manordale Public School.

(5 of 25) The Panel raised concerns regarding the school entrance, bus drop-off, and vehicular integration, and encouraged the design team to continue exploring solutions.

- A suggestion was made to consider placing school buses further away from the school to allow for a short walk, referencing traditional school arrival experiences that could benefit the morning routine and enhance the public realm.
- The recommendation is appreciated and various options have been reviewed for the bus route and safe drop off and pick up of students. The proximity of the bus drop off space to the school is important to address safety concerns with primary school-aged children and minimizing the distance they must walk. Further, demarcation of the school bus zone may provide future opportunities for useable amenity space for school and/or park events in off-school times and seasons.

Site Design and Public Realm

(11 of 25) The Panel highlights the importance of well-designed pedestrian connections and outdoor rooms framed by buildings, especially between the recreation centre, future school, and park.

The area between the recreation centre and the future school has been designed with the inclusion of sidewalks and space for landscaping in the concept plan. While the space will be multi-purpose and able to accommodate access for deliveries, it will remain pedestrian friendly and will contribute to the overall pedestrian connectivity network throughout the community hub.

(13 of 25) The Panel has concerns with having the school surrounded by roads on three sides and recommends considering future phasing options to improve school connectivity and reduce vehicular adjacency for children safety.

While the area to the north of school is traversable, it will not be a heavily trafficked area and further, it is not a main entrance for student use and as such will not be a factor for conflicts with students and vehicles at this location. The bus route on the east side of the school is for bus traffic only and will not be used by regular vehicles. It will be controlled specifically for student safety. When bus activity is absent, the section for bus drop off will function as a pedestrian connection to Plouffe Park. Some form of control will be in place to prevent vehicles from driving into the section of bus lane directly east of the school. Further, Oak Street to the south is separated from the school by a section of City park land that will create a suitable buffer during before and after school pickups and drop-offs. While there are roads in place around the school, their functions and the school entrances for students are designed in such a manner that conflict for students will be extremely minimal.

(14 of 25) The Panel supports a thoughtful approach to border conditions and stresses the need for safe and seamless connections between the school, adjacent streets, and the park.

Safety is always a primary consideration in the planning of school site and the position of sidewalks and connections to the park and the rest of the hub and surrounding neighbourhoods. The connections through the hub and around the school are designed to facilitate easy connectivity and design with the future park designs. Both planning teams will continue to work with staff moving forward to ensure that the area is designed and coordinated with seamless integration of design in mind.

Built Form and Architecture

(20 of 25) The Panel appreciates the urban school typology and its potential to deliver a compact, multi-level education facility, but recommends refining the schools architectural expression to reflect its identify more clearly.

The recommendation is appreciated and the team will review the architectural expression as the details of the design evolve through the Site Plan Control process.

(21 of 25) The Panel suggests reconsidering the neutral architectural language of the school, proposing a more playful and colourful palette that distinguish it from adjacent residential towers.

The recommendation is appreciated and the team will review the architectural expression as the details of the design evolve through the Site Plan Control process.

Yours truly,

Christine McCuaig, RPP MCIP M.PI

Principal Senior Planner + Project Manager

Appendix 1 – UDRP Submission

1010 SOMERSET



UDRP Presentation | 1010 Somerset | APRIL 4, 2025



OFFICIAL PLAN

City Of Ottawa

The site is within the Downtown Core Transect (Schedule A) which encourages development as healthy 15-minute neighbourhoods within a mixed-use environment.

As the site abuts Preston Street, majority of the site (within 220 m of the centreline of Preston Street) is designated Corridor with an Evolving Neighbourhood Overlay (Schedule B1).

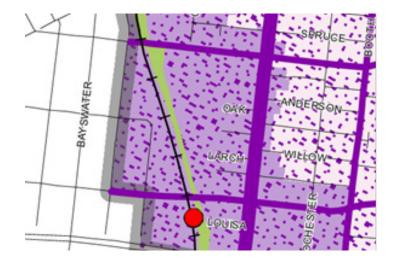
The balance of the property is designated Minor Corridor and Hub.

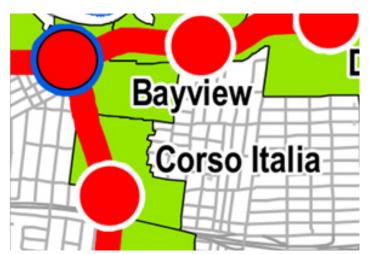
The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service.

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.

Hubs encourage 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.

The site is also identified as a Protected Major Transit Station Area (PMTSA) (Annex C1) which generally permits 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.





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).

Key highlights:

- Mid-to-high density development
- Mixed-uses encouraged
- 15-minute neighbourhoods

Park and leisure areas as necessary elements of complete communities, provision of playgrounds, parks and sport fields for public use as an immediate contact with greenspace.

School buildings should be designed in a compact and land-efficient manner that prioritizes safety and multi-modal active transportation choices.

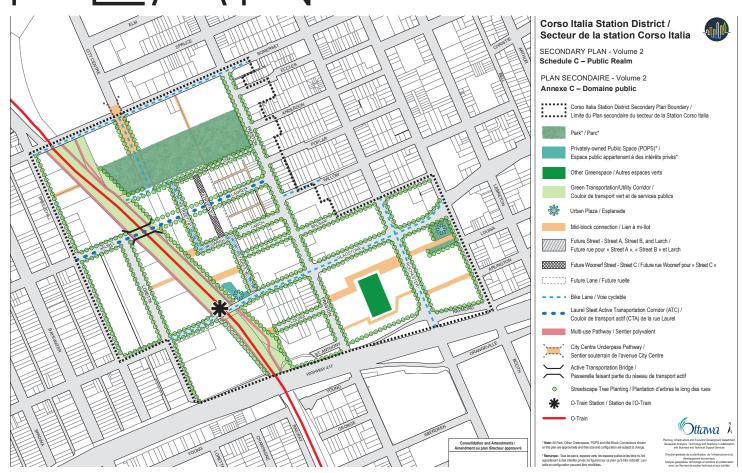
Proposal conforms to the policies of the Official Plan by making efficient uses of land and resources and allows the City and the school board to benefit from shared recreational amenity space.

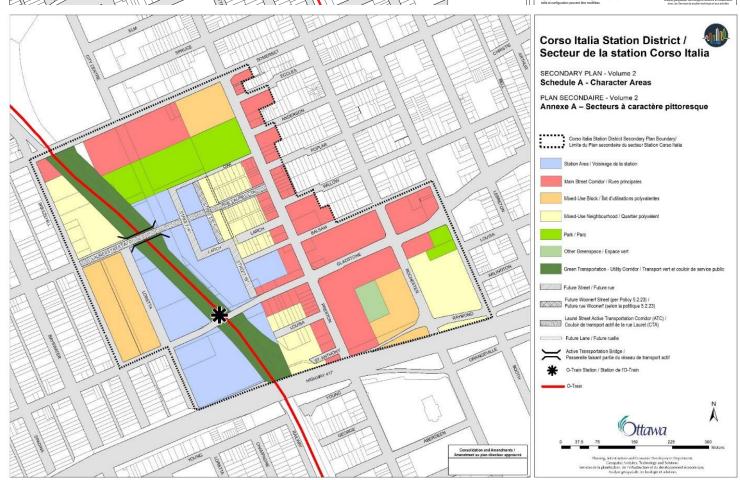
Future mixed use development is allocated a substantial portion of the site for both affordable and market housing.

SECONDARY PLAN

Corso Italia Secondary Plan

- 4.1.2.4 Mixed-use development may be permitted at 1010 Somerset to a maximum FSI of 1..5. Additional FSI may only be considered with the dedication of a 1.0 hectare park
- 4.1.2.10 Vehicular access to parcels...primarily directed to underground and/or podium parking
- 4.1.4.1 The parcel f Somerset St, Oak and Preston St t the western edge of Plant Bath Recreation Centre shall continue to recreational uses and programming including Plouffe Park
- 5.1.7 Create places of interest, foster identity, and support neighbourhood recreation and commerce
- 5.4.4 If a school is built at 933 Gladstone or 1010 Somerset the City and the School Board will jointly review and develop the program spaces to maximize the shared use of the space
- 6.1 District Energy System
- 7.1 Underground storage, or non-traditional low impact development measures may be required to meet storm water control
- 8.2 A range of housing types and tenures are encouraged for residential uses (25% of rental and ownership should be affordable
- 9.1.2.2 The development of an Arts Hub CREO was involved in the Secondary Planning process - high level ideas were embedded in the Secondary Plan





SECONDARY PLAN

Bayview Station District Area A and B

- 1.3.2 Mixed use development, compact and transit oriented
- 4.1.2 Development fronting onto the Somerset Street West bridge shall extend the Somerset Street West Minor4 1.4.1.5Corridor west from City Centre Avenue, using the bridge deck as a publicly accessible active frontage
- 1.4.9.6 Smooth height and density transition between larger scale development near transit corridor and existing low-rise residential neighbourhoods
- 1.4.1.1 Residential or offices uses, mixed use development shall include active frontages with street related, publicly accessible shops
- 1.4.1.4Land uses shall be transit supportive and contribute to the positive generation and management of pedestrian and cycling movements associated with Bayview O-Train Station
- 1.4.1.3 Large format retail uses such as grocery stores are permitted
- 1.4.2 Existing superblocks shall incorporate a street size and pattern similar to those of existing communities
- 5.0 Broad range of housing types
- 1.4.6.1 Minimum and maximum parking requirements shall be reduced to reflect downtown urban conditions and rations that support high transit use



ACTIVE DEVELOPMENTS



951 Gladstone Ave. & 145 Loretta Ave. North

1.001 hectares of land 849 high rise apartment units 1,640m² Retail space 18,443m² Office & studio space Currently under site plan control review Site recently rezoned from IG1 H(11) to MC[xxxx] Sxxx-h



933 Gladstone Development (OCH)

3.21 hectares of land

96 townhome units

1004 high rise apartment units

7,152m² floor retail, commercial and institutional space

9290m² office space

Buildout is anticipated for 2031

Involved in drafting of Secondary Plan so their subdivision concepts have been embedded into the plan

Current zoning is MCF(1.5) which we will rezone to MC17 R4T and a portion of it will be institutional

ACTIVE DEVELOPMENTS





989 Somerset Development 🔺

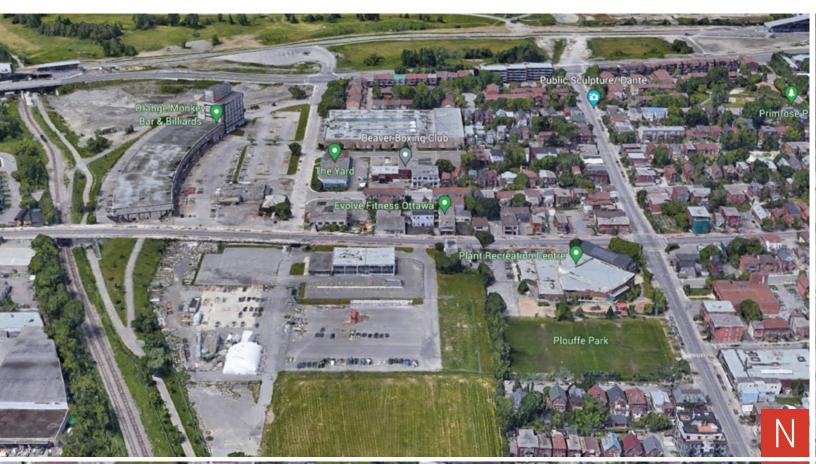
.255 hectares of land 248 residential units 15 Storeys Current zoning is MC(2036) SI69



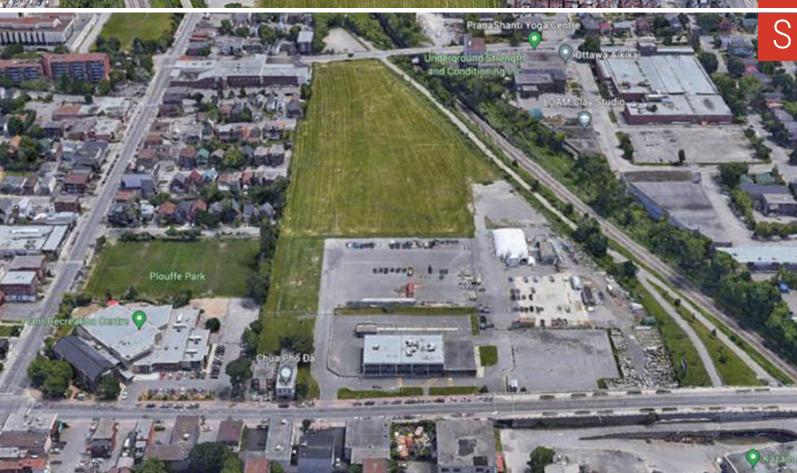
DESIGNTHEMES

- 1 Placemaking Public & Private Community Spaces: City of Ottawa, CEPEO, Arts Community,
- 2 Park Space (1Hectare)
- 3 Site Access / Drop-off
- 4 Parking Access (Surface & P1 Level)
- 5 Connection to Gladstone Village & Surrounding Neighbourhood (Oak St)
- **6** Connection to City Centre

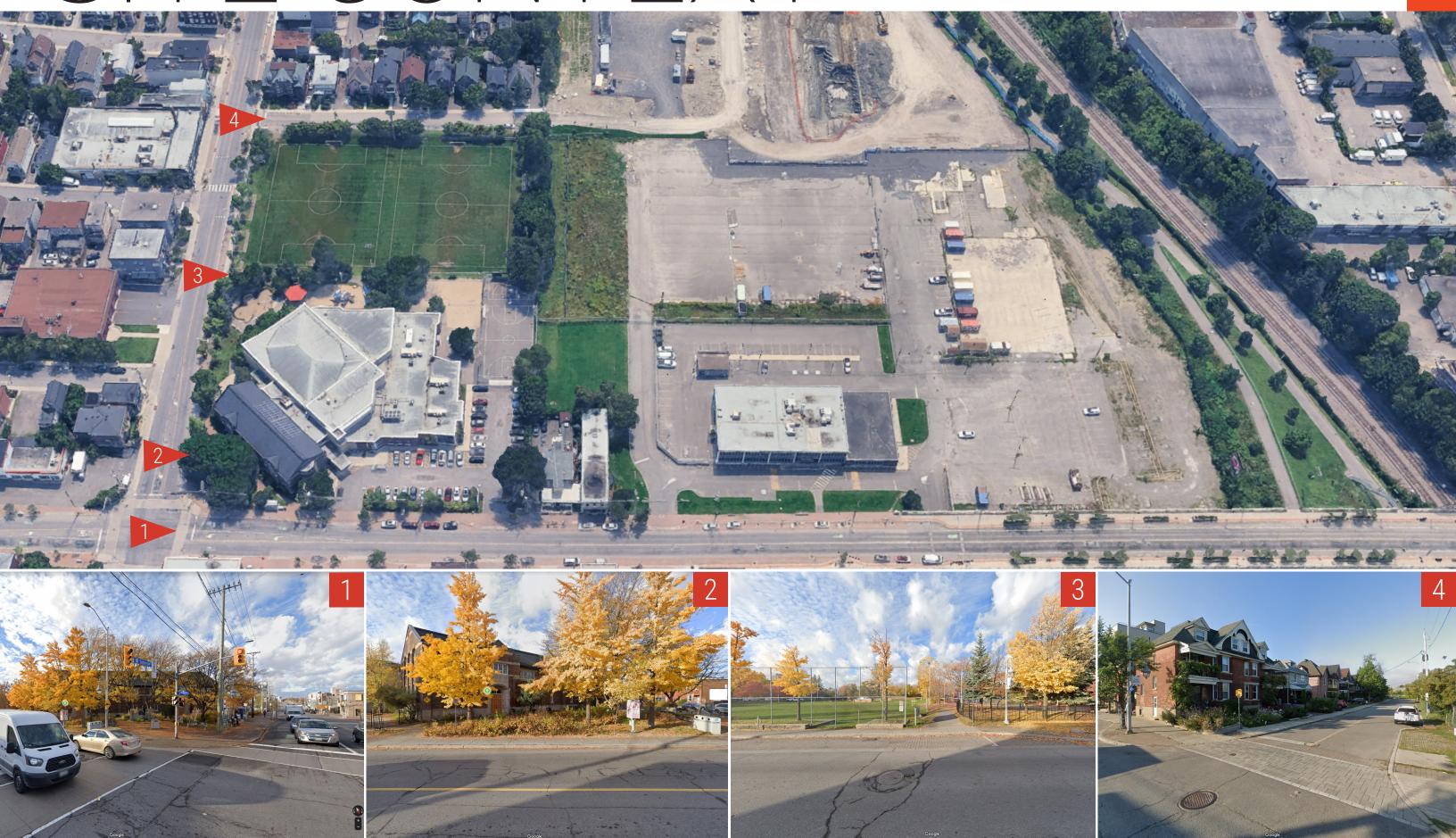
- 7 Expansion & Connection to Plant Bath Community Centre
- 8 Connection to LRT & MUP
- 9 Preston Streetscape Animation
- 10 Somerset Streetscape Animation
- 11 Somerset Bridge Interface
- 12 Residential Component Profile & Connection

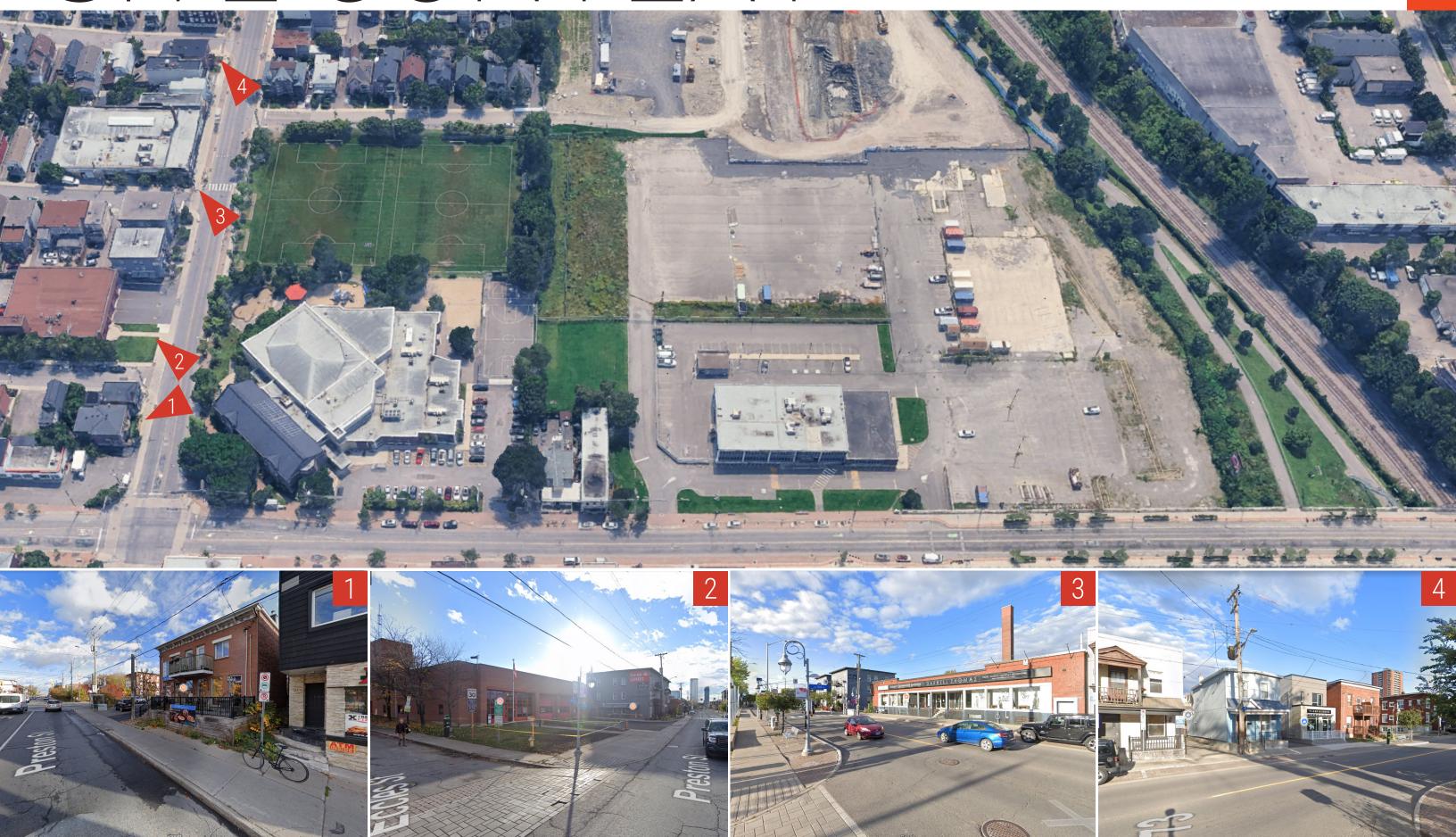




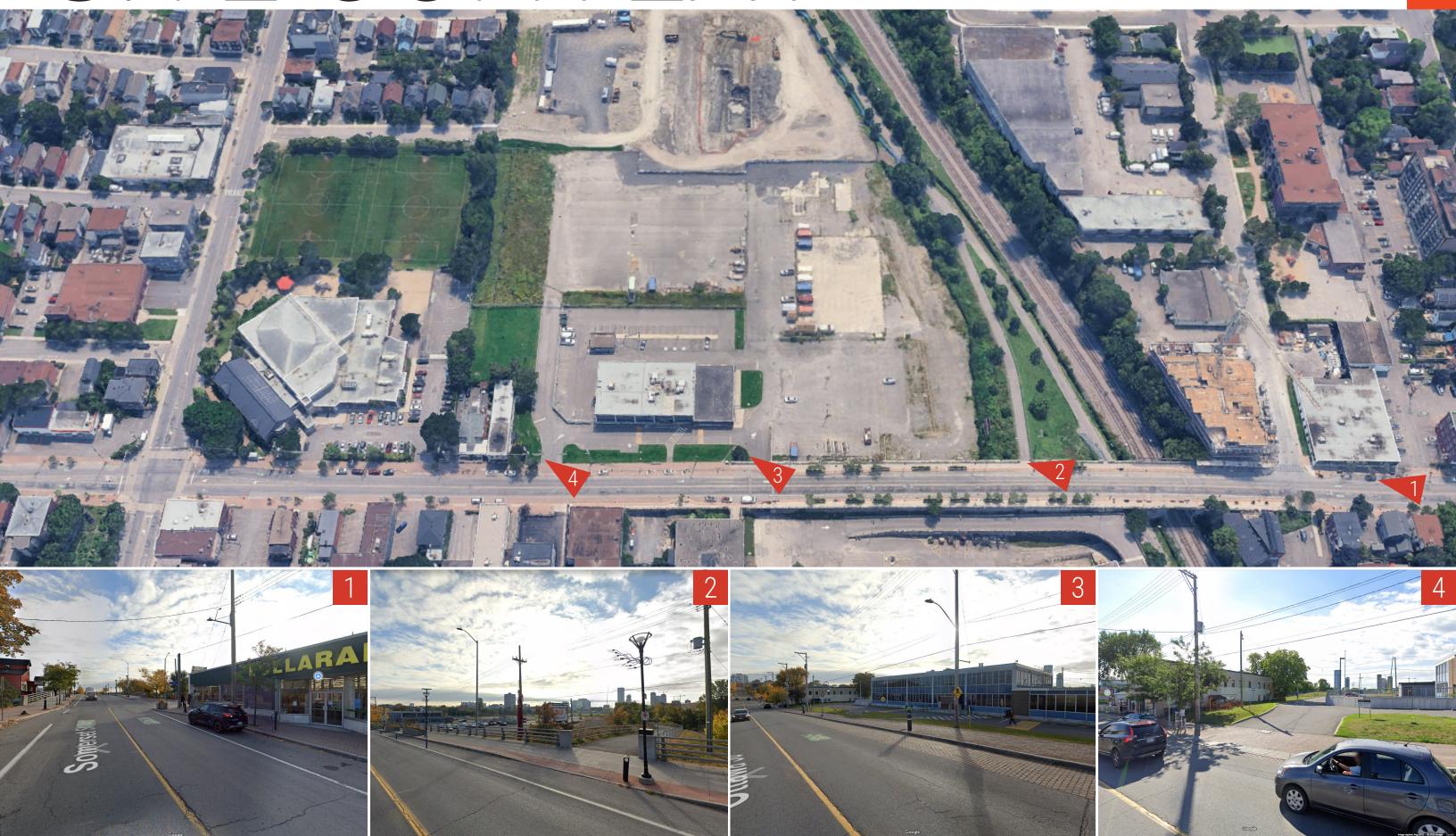


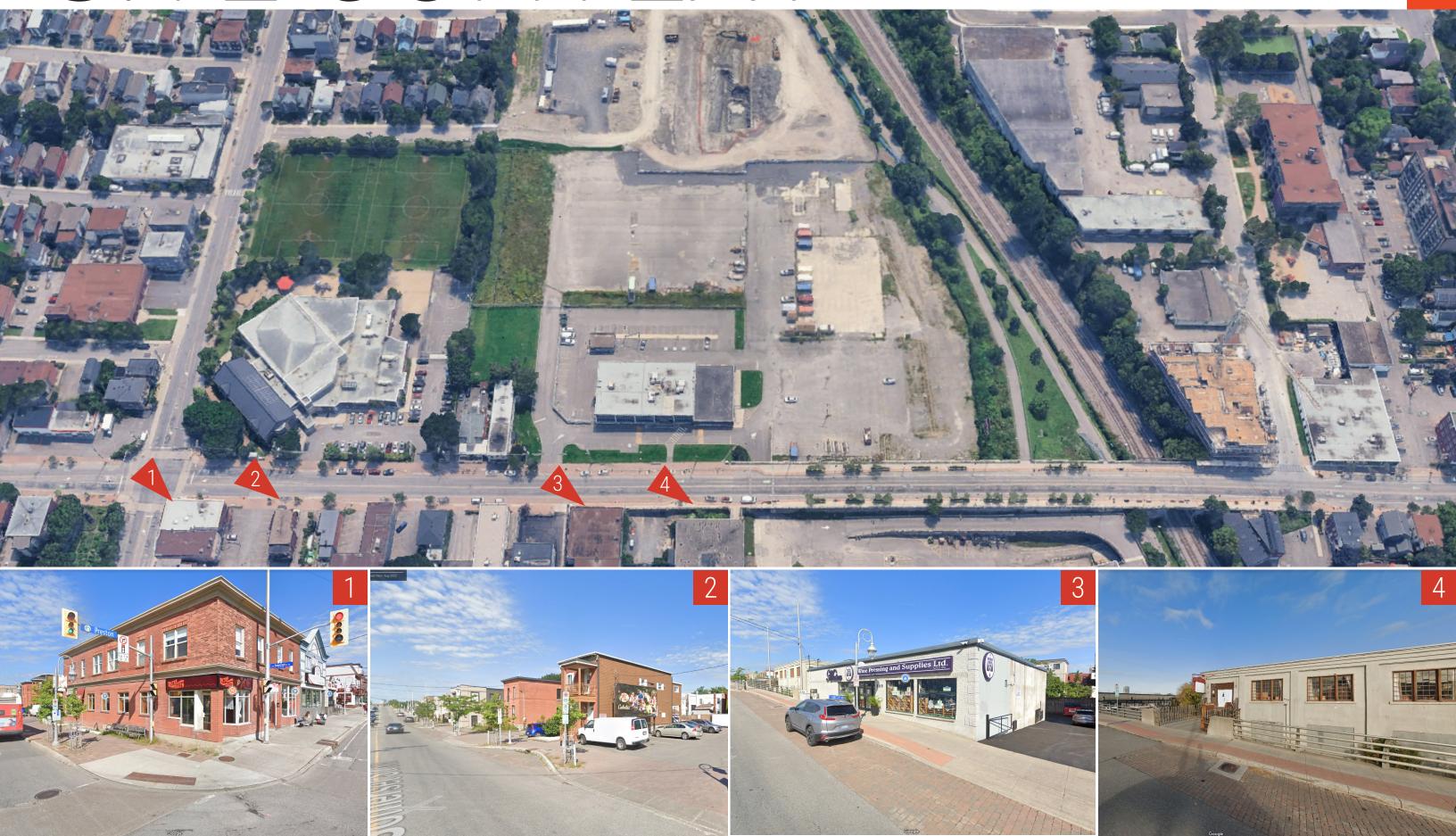




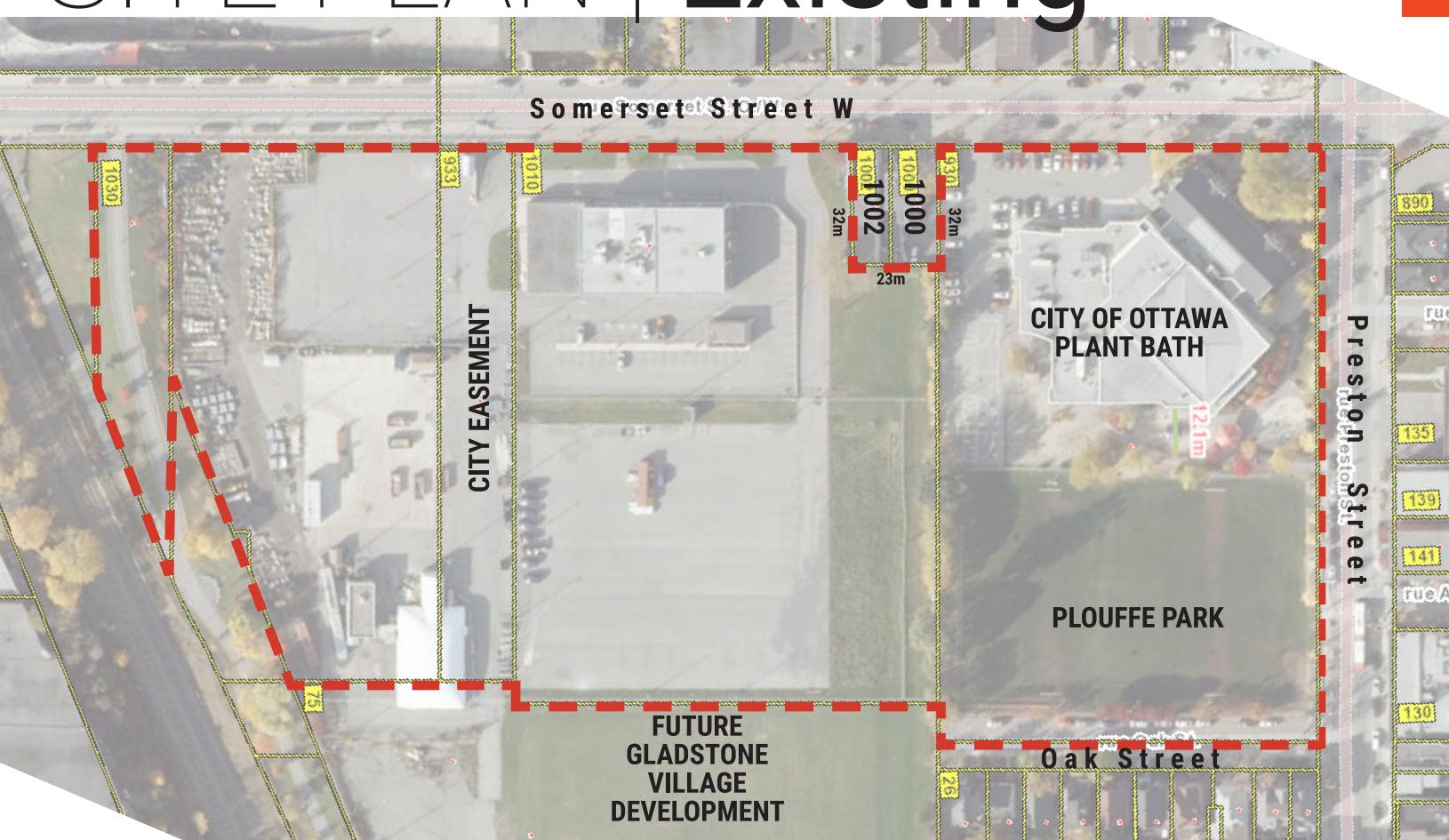


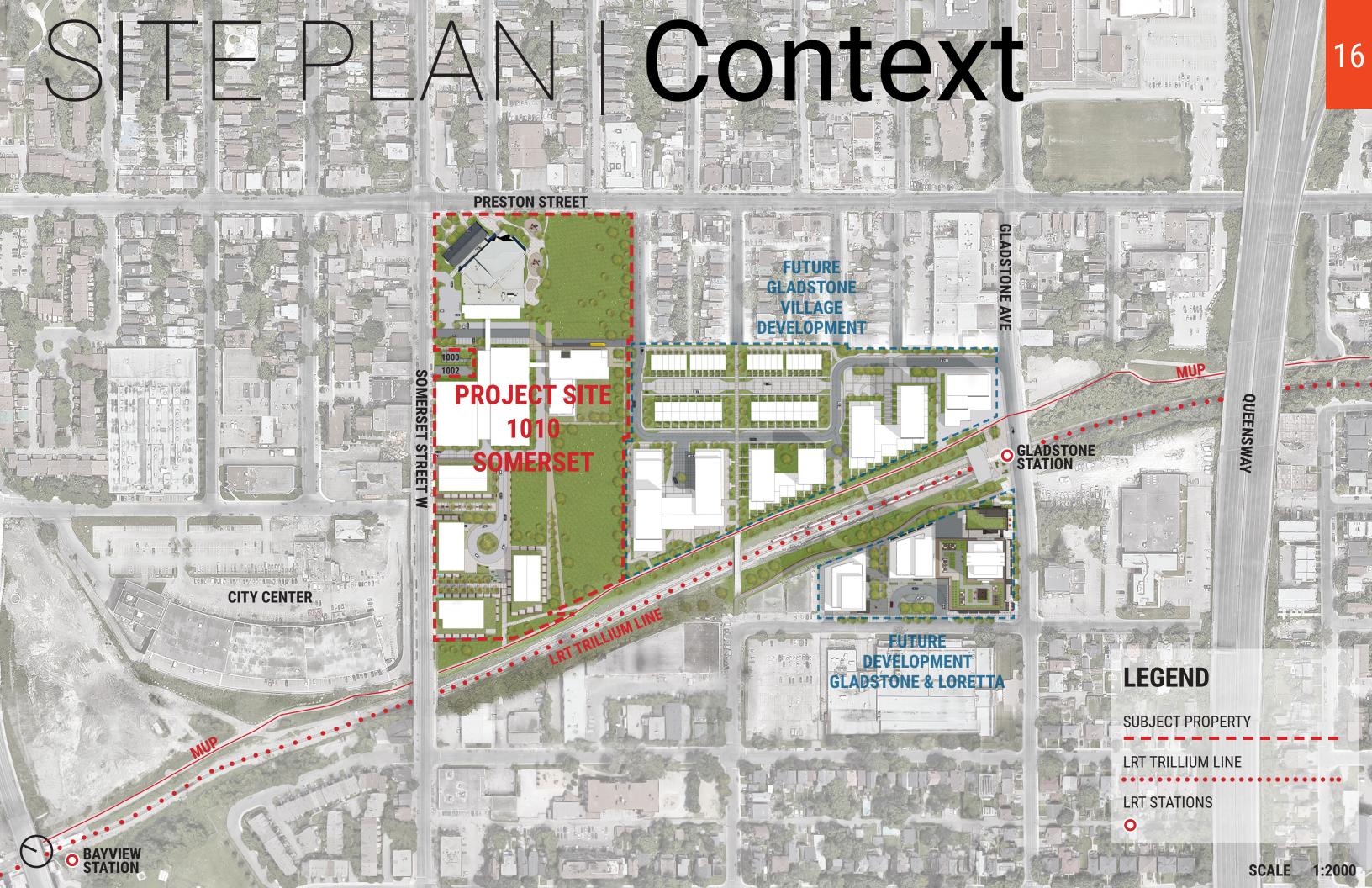






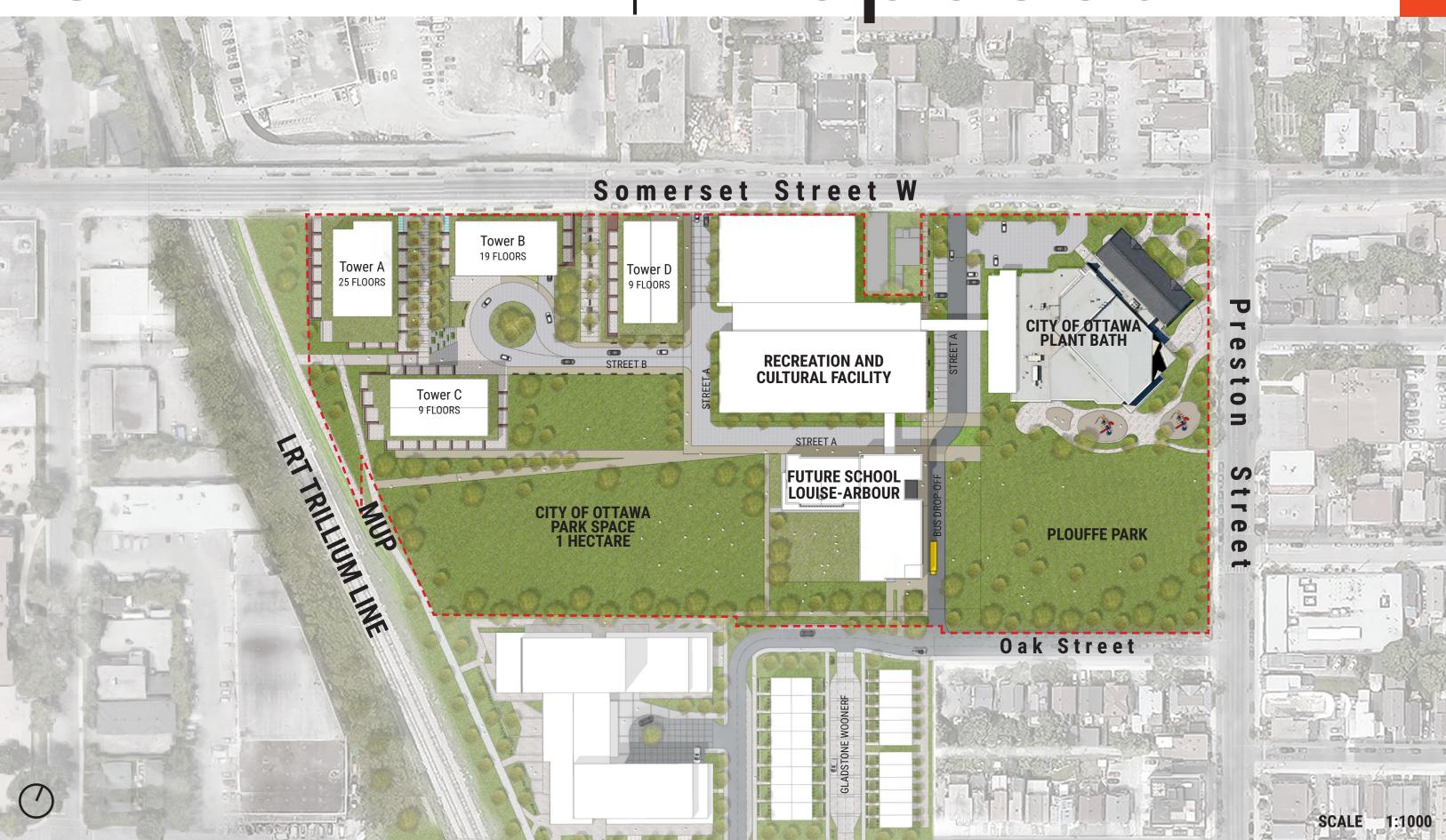
SITEPLAN Existing



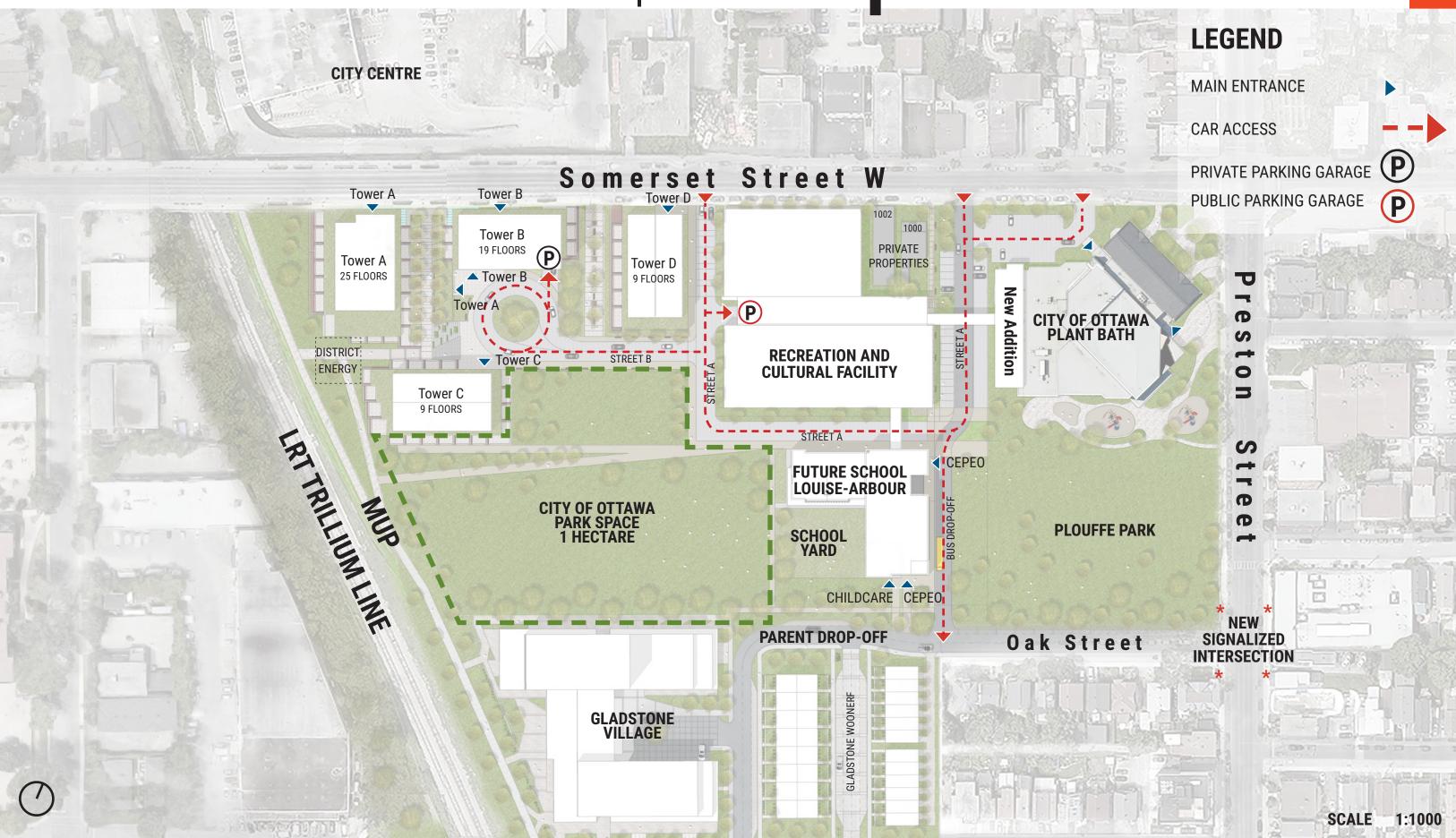


SEEPEANI Circulation **PRESTON STREET** SOMERSET STREET QUEENSWAY **CITY CENTER LEGEND** MAIN PEDESTRIAN CONNECTIONS LRT TRILLIUM LINE LRT STATIONS **SCALE** 1:2000

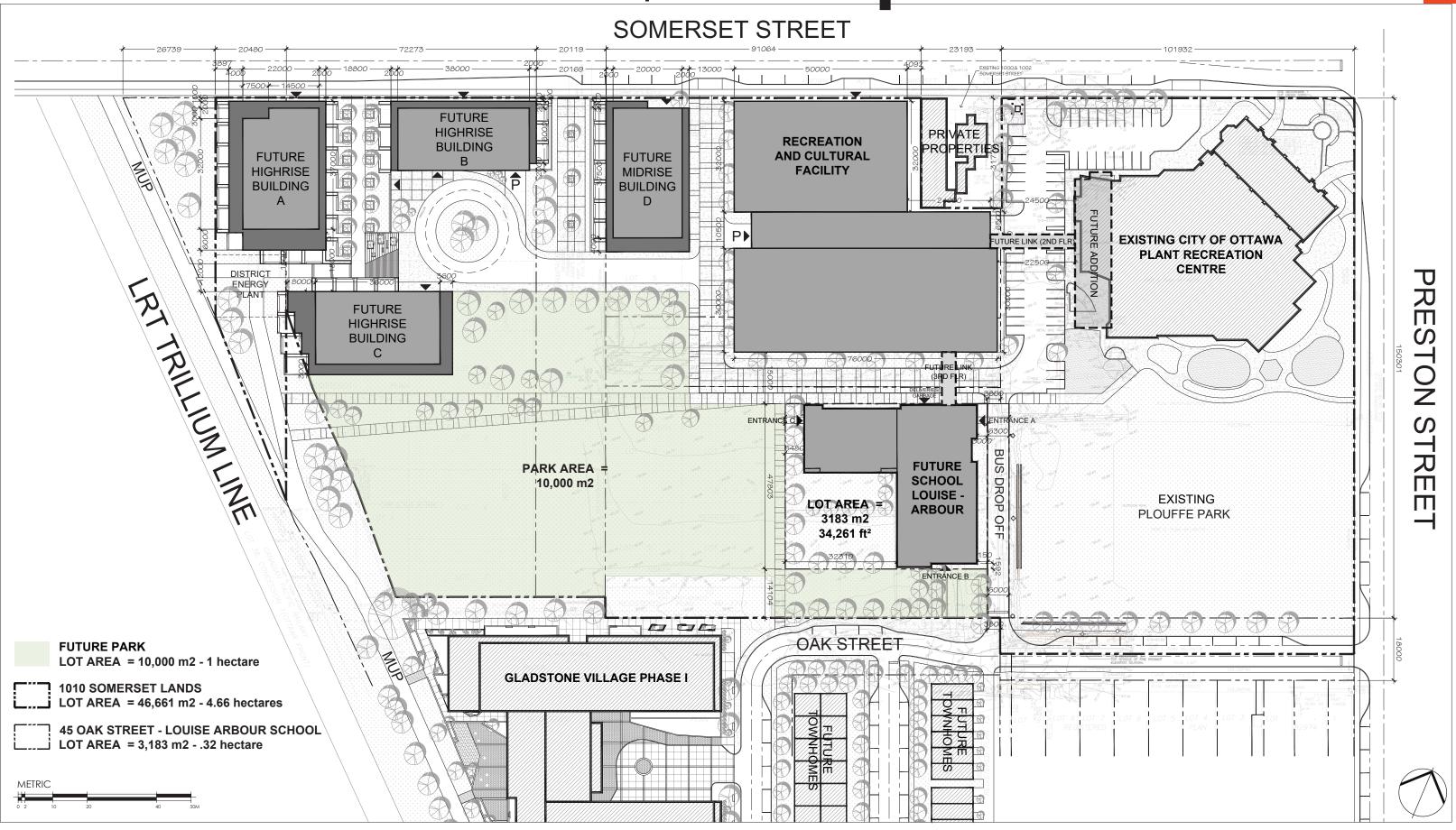
SITE PLAN Proposed



SITE PLAN Proposed

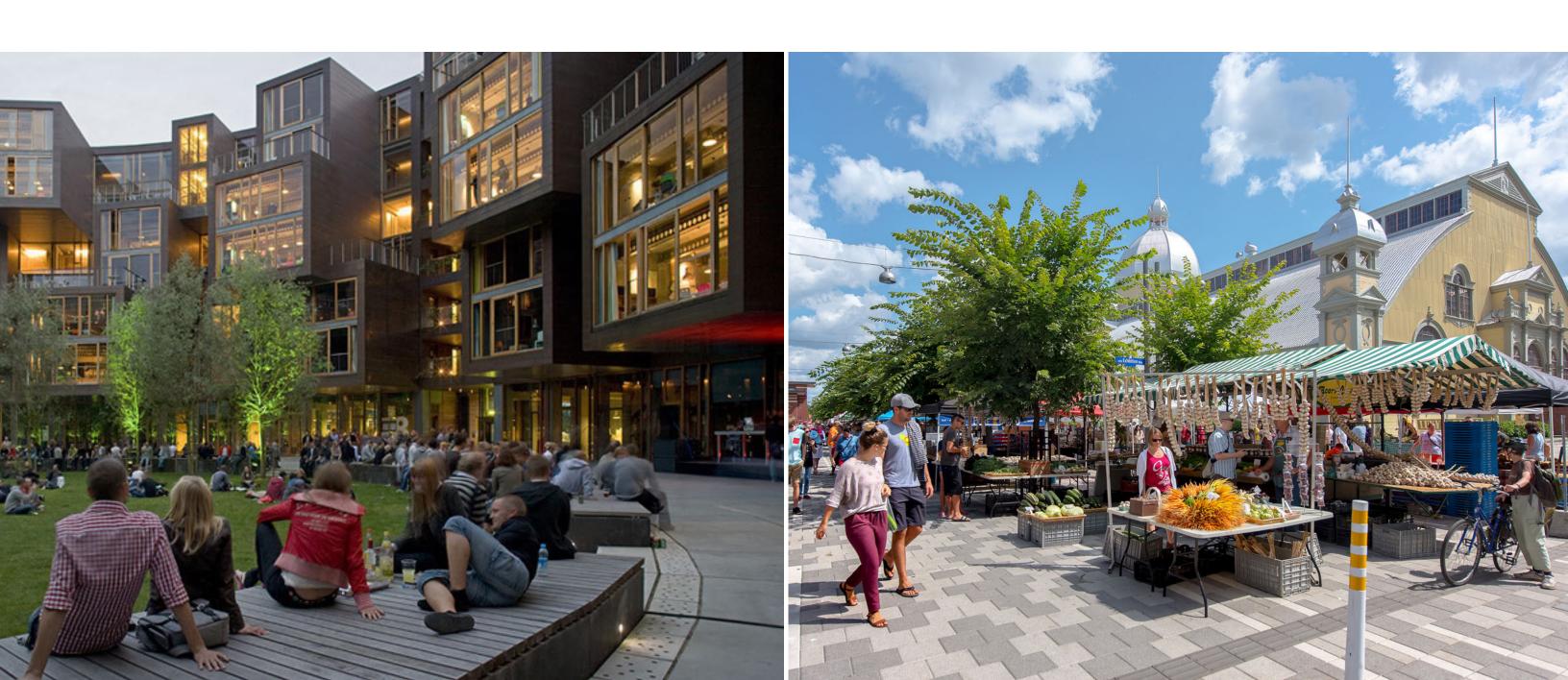


SITE PLAN Proposed





PLACEMAKING & PUBLIC OPEN SPACE



PLACEMAKING



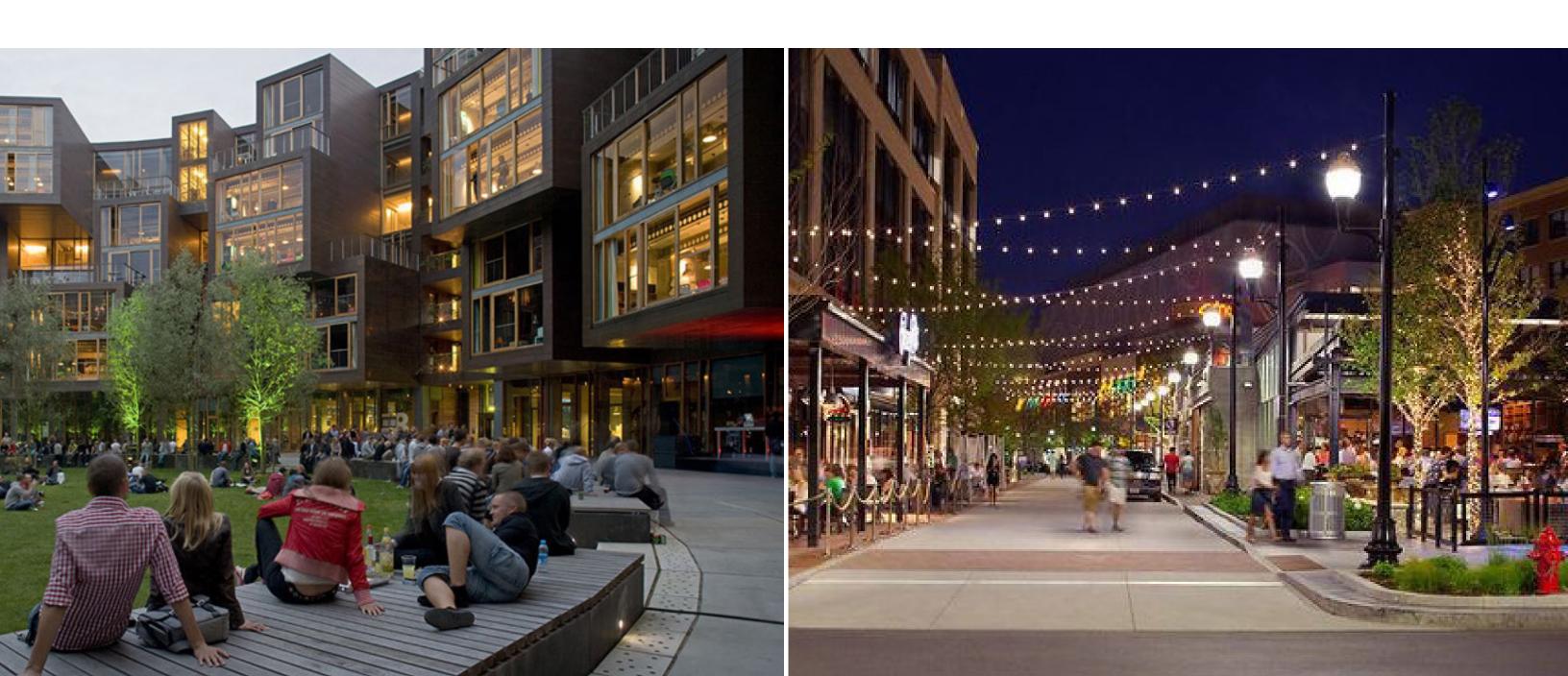
PUBLIC PARK SPACE



LRTTRILLIUMLINE



STREETANIMATION



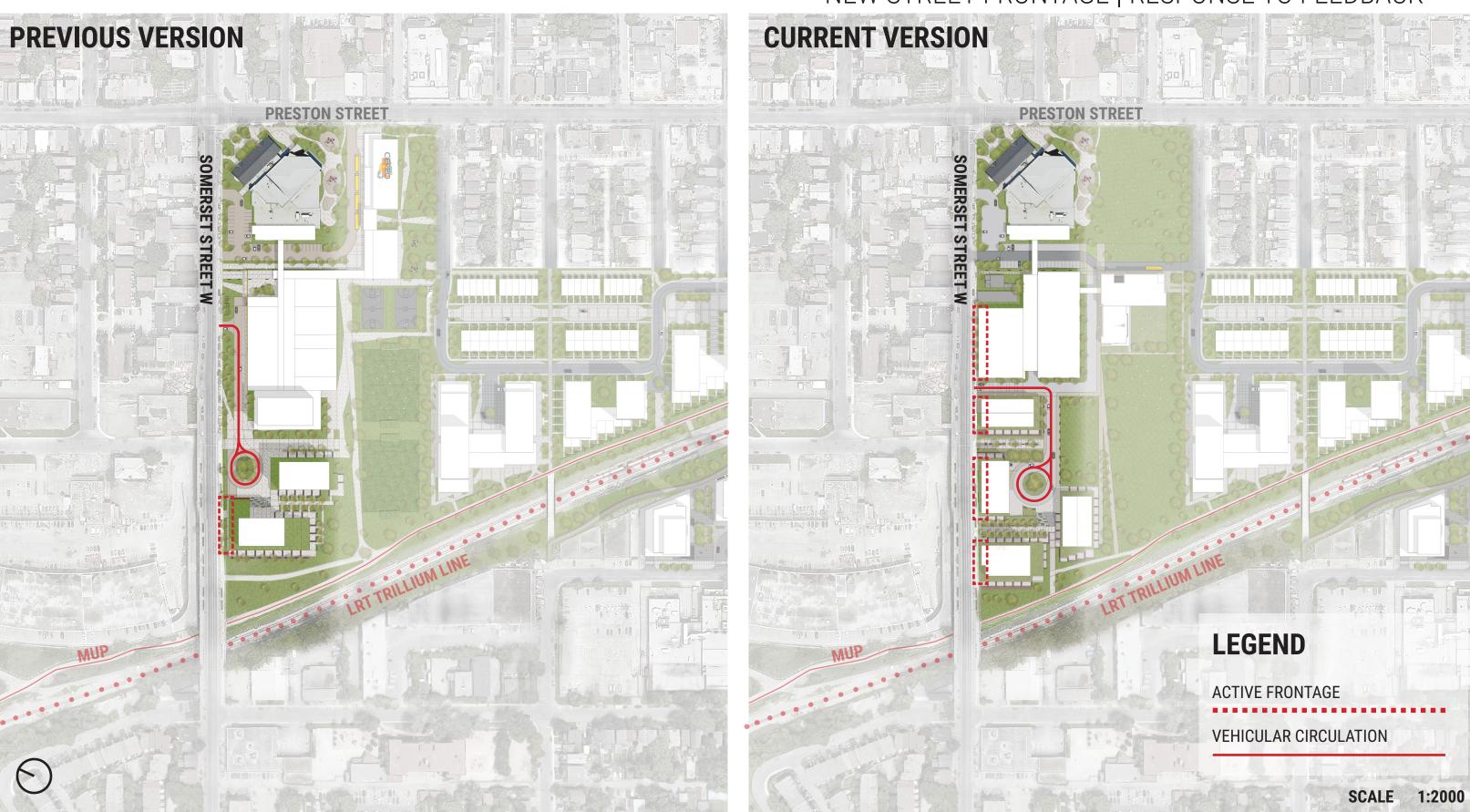


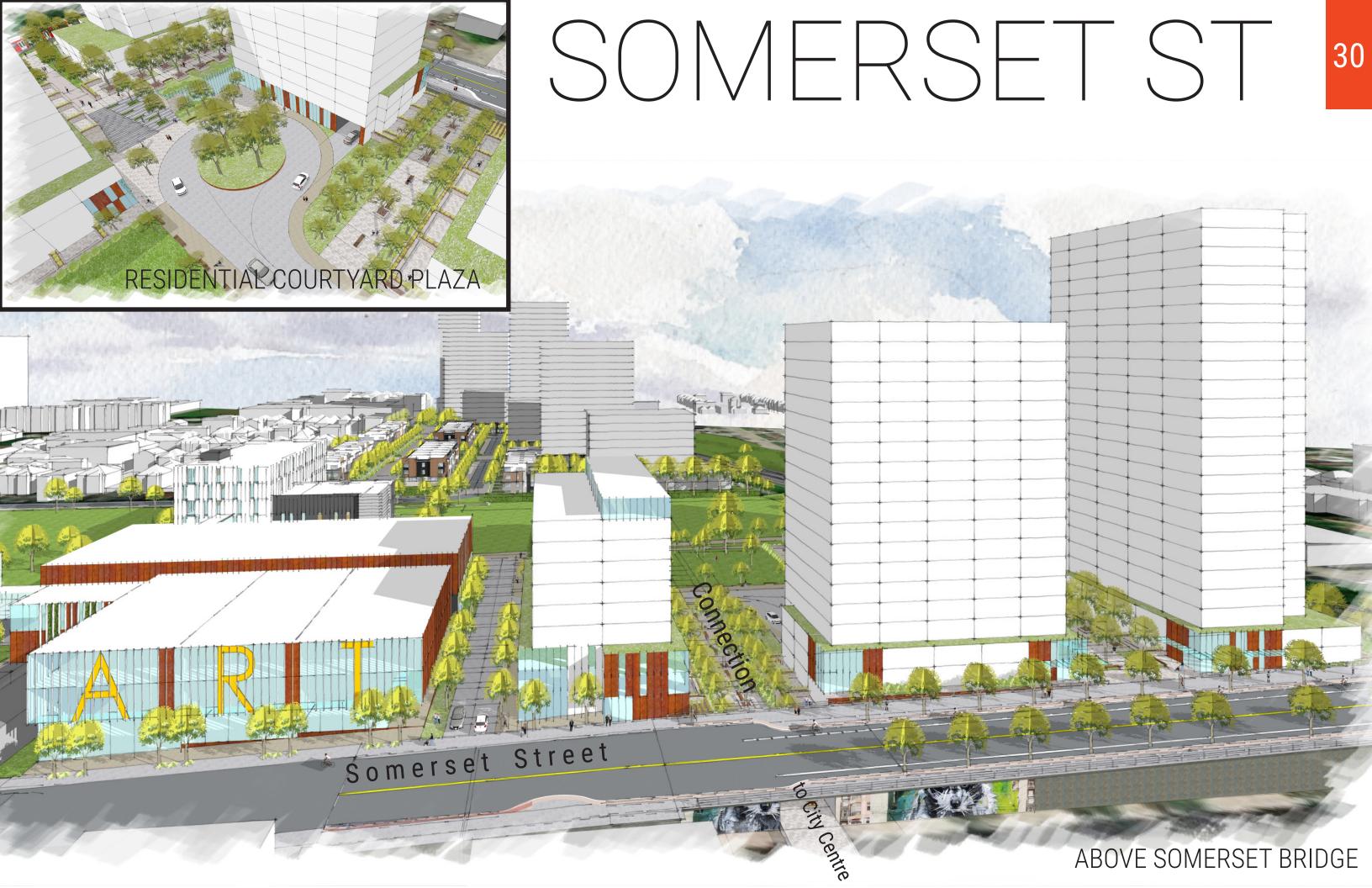
SOMERSET STREET



SOMERSET STREET

NEW STREET FRONTAGE | RESPONSE TO FEEDBACK



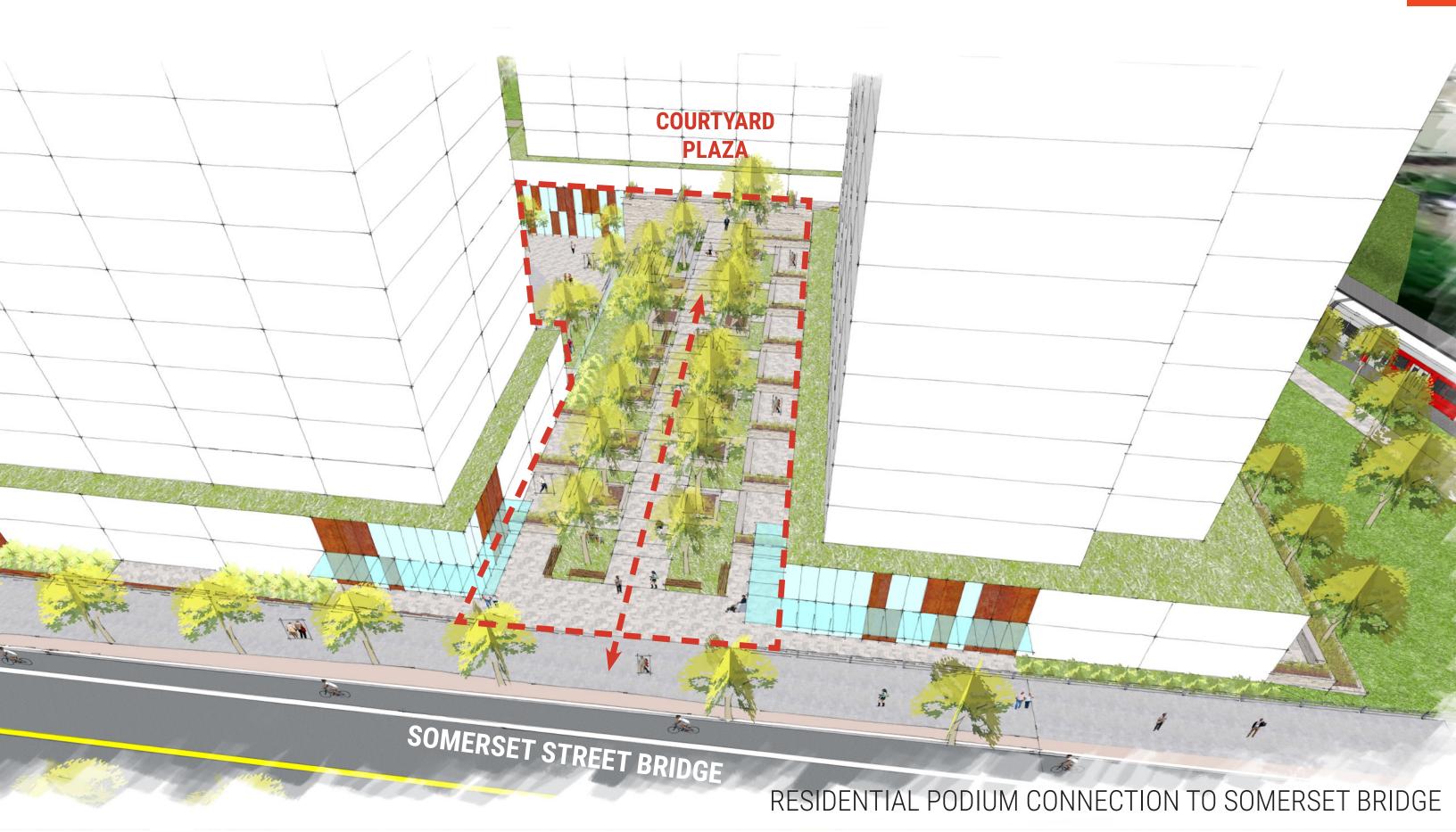


SOMERSET BRIDGE

RESIDENTIAL COURTYARD PLAZA

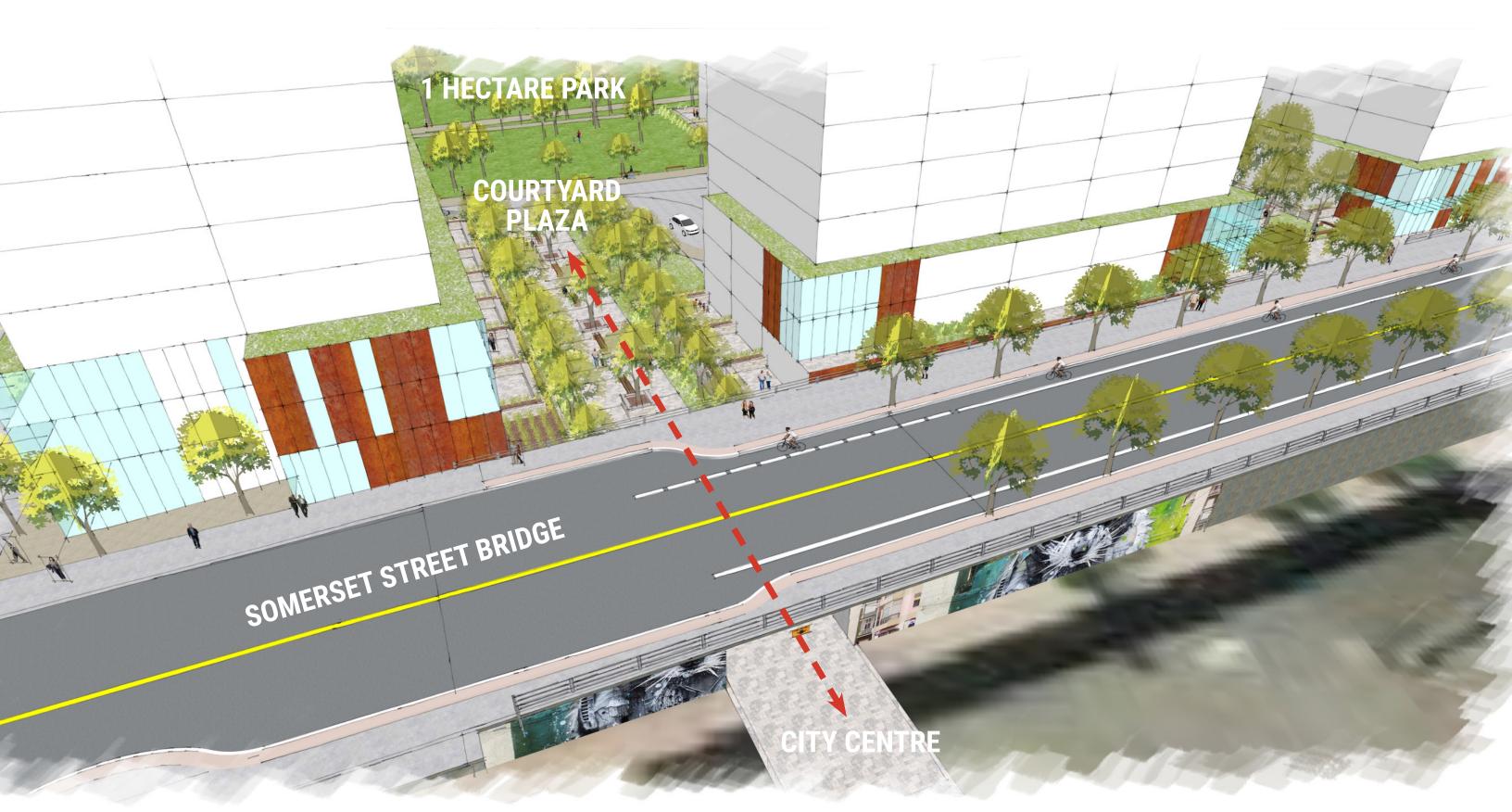


SOMERSET BRIDGE



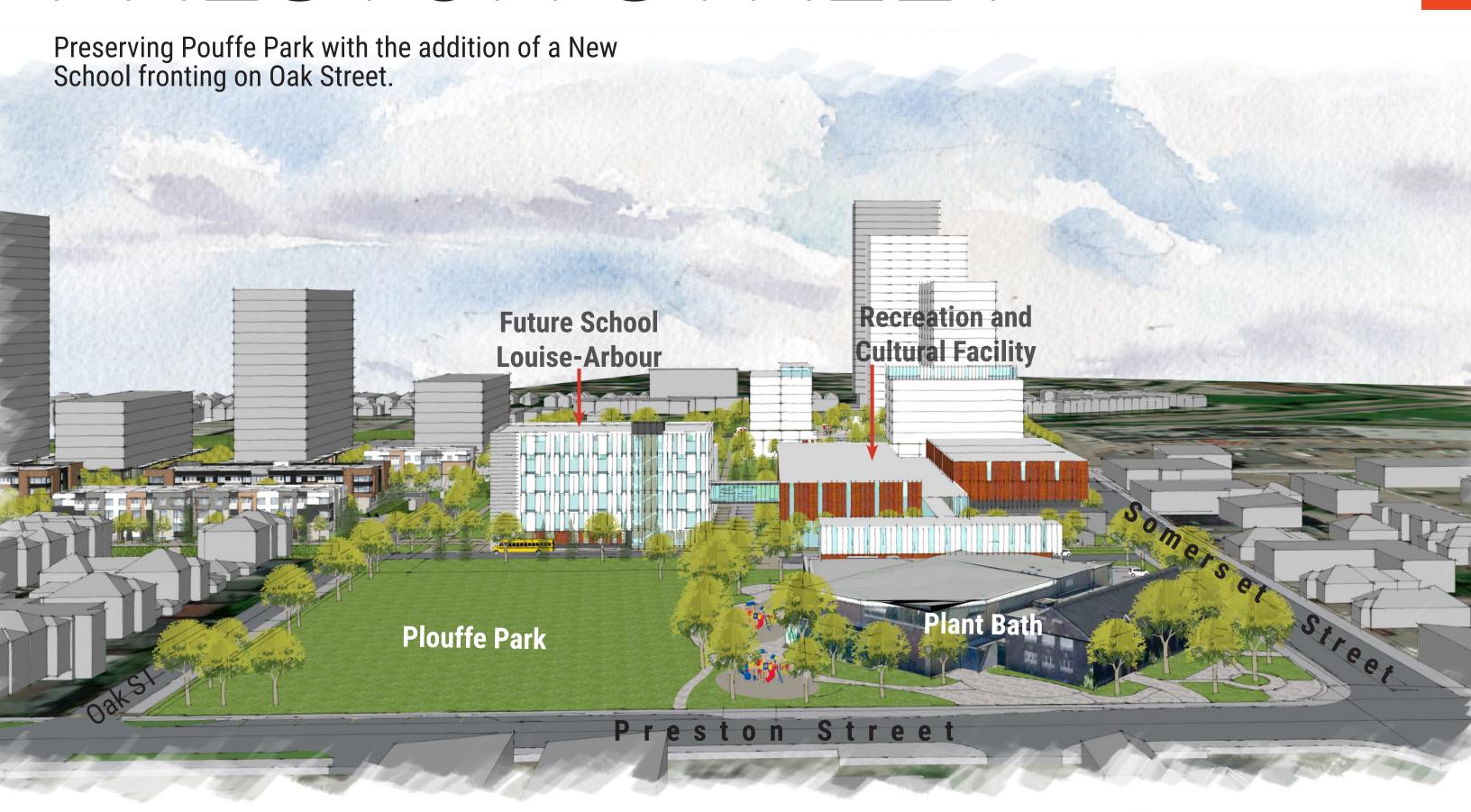
SOMERSET BRIDGE

CITY CENTRE UNDERPASS PEDESTRIAN CONECTION



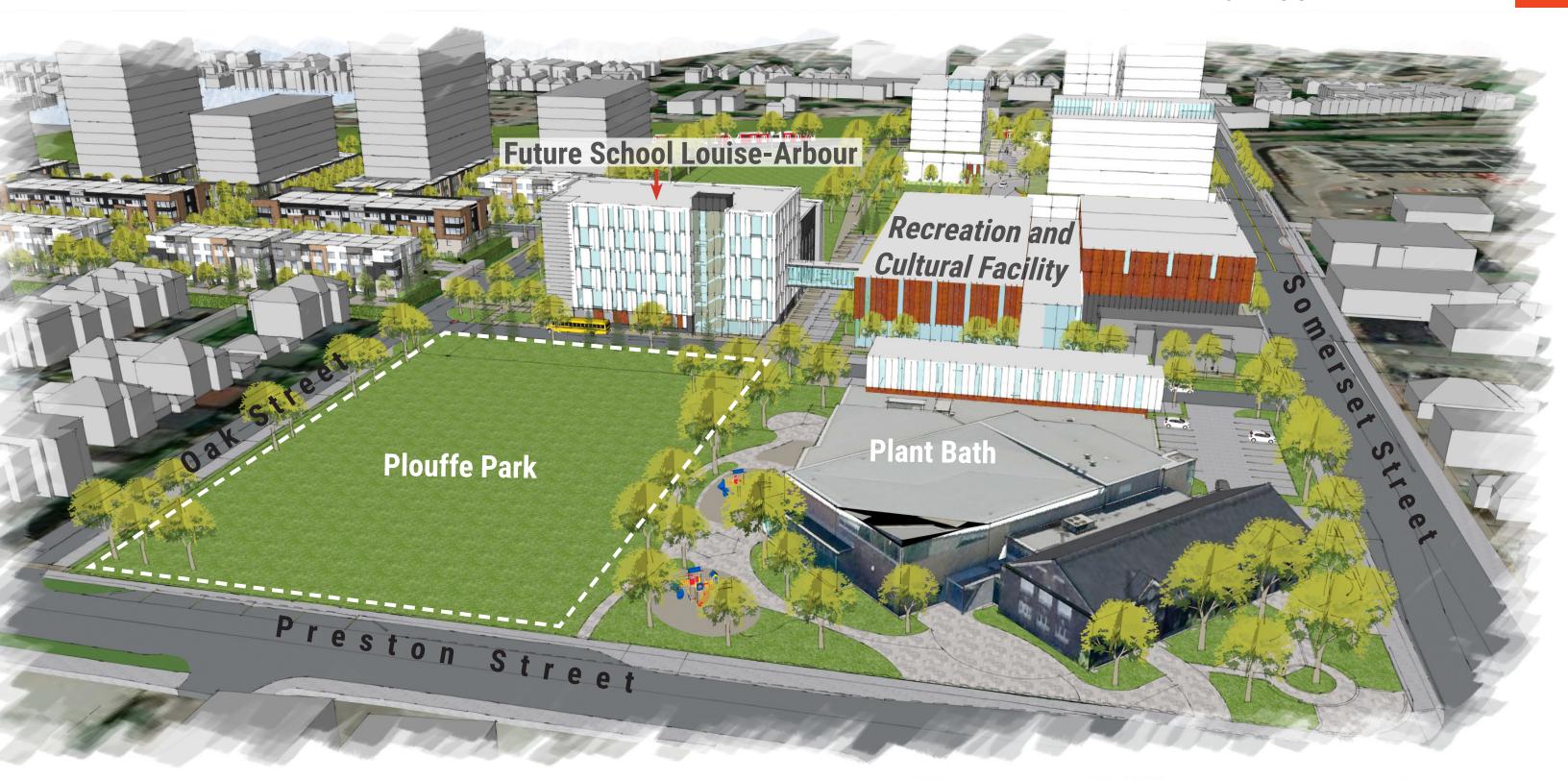


PRESTONSTREET



PRESTONSTREET

PLANT BATH & PLOUFFE PARK



Preserving Pouffe Park with the addition of a New School fronting on Oak Street.

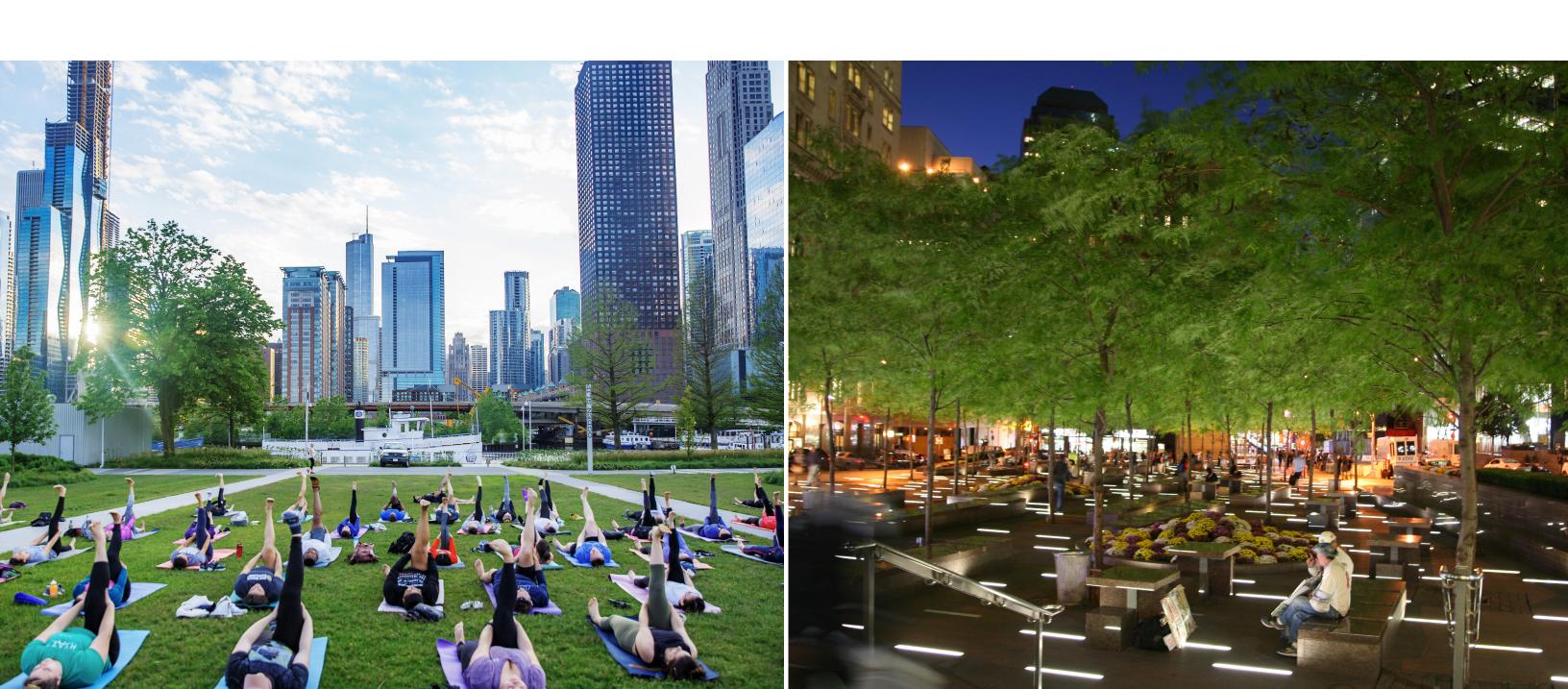


OAKSTREET





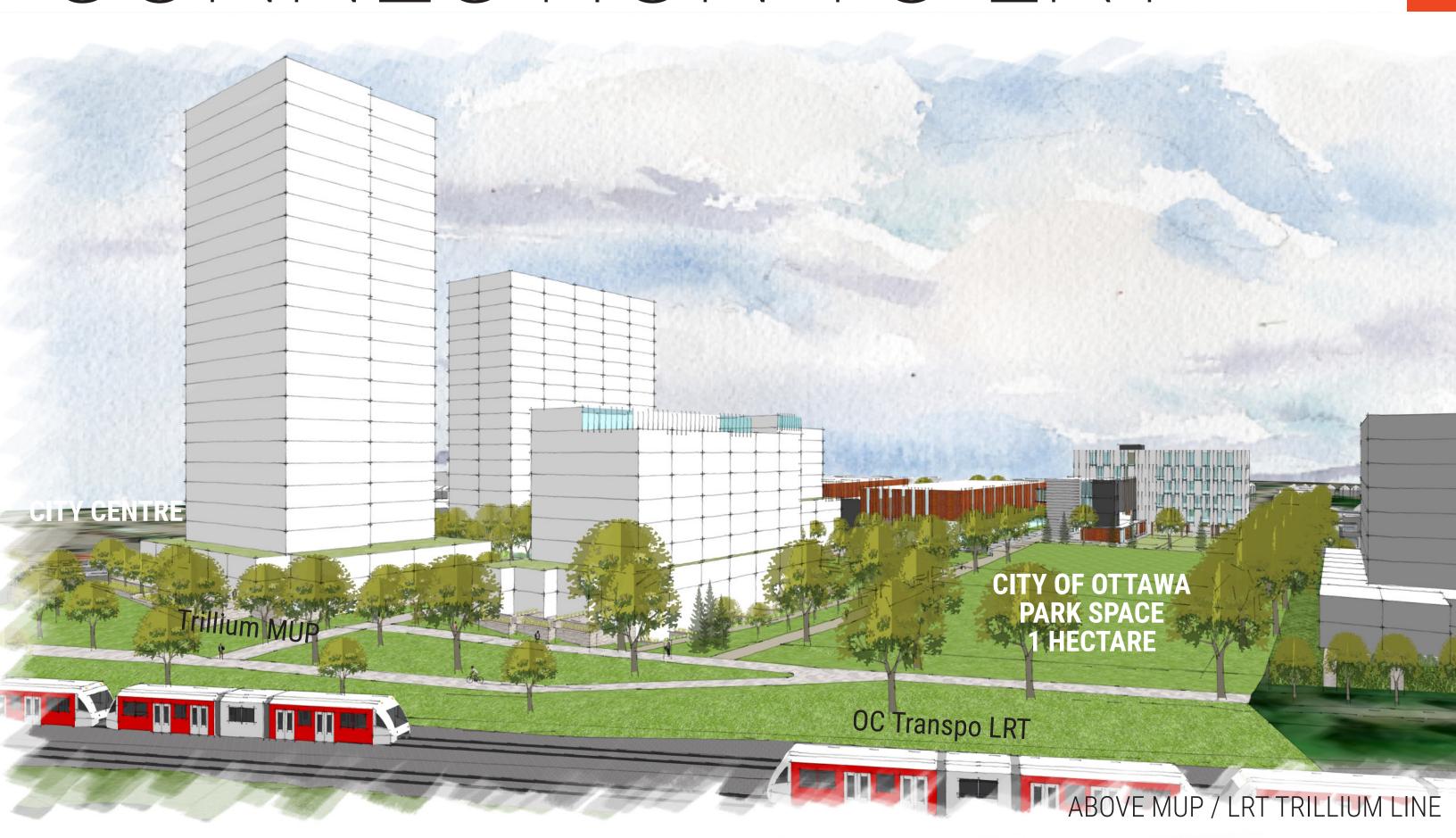
GRENSPACE



CONNECTIONTO MUP



CONNECTION TO LRT





GLADSTONE VILLAGE





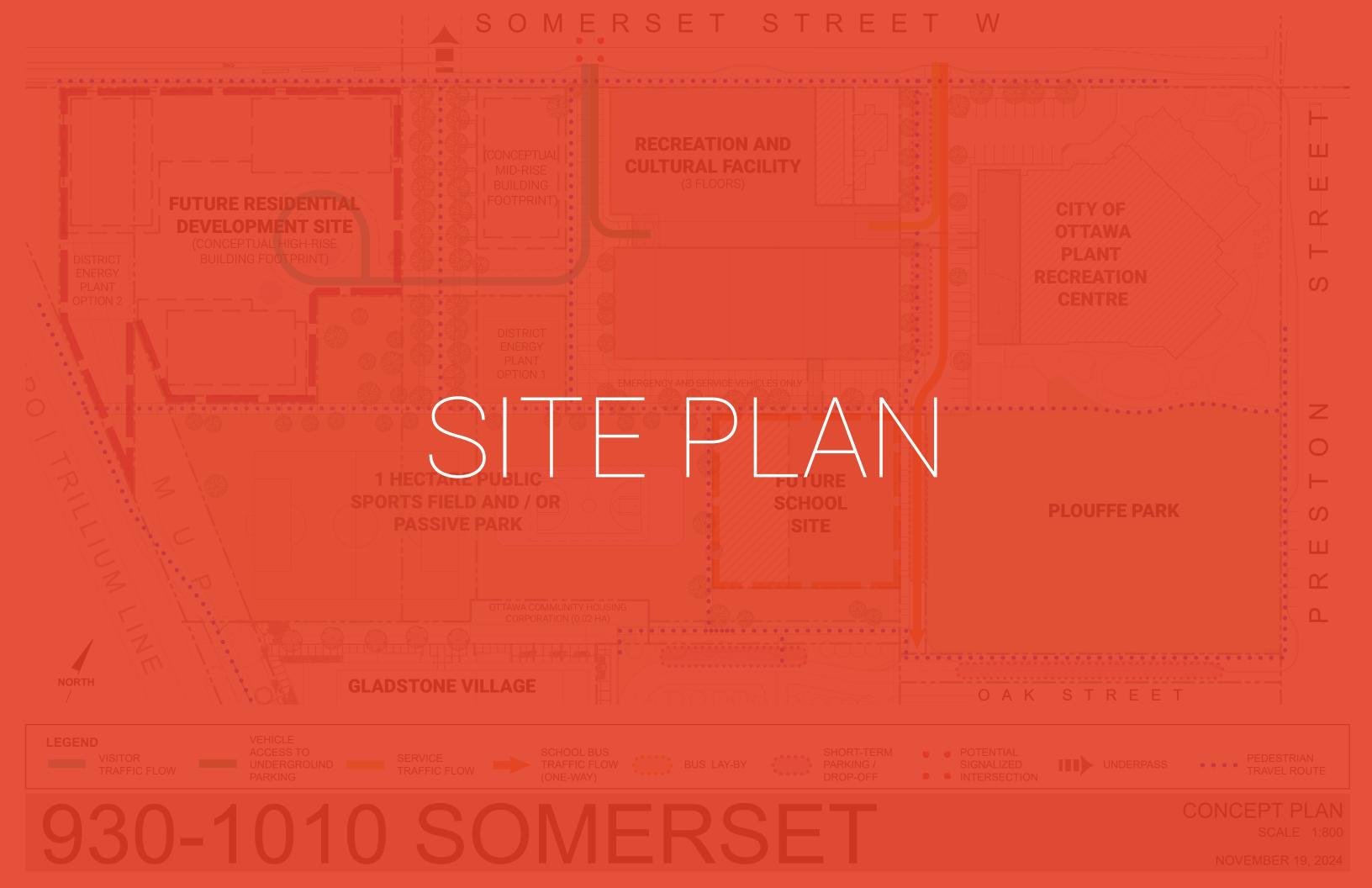
CEPEO ÉÉP LOUISE-ARBOUR



CONTENT

- CONCEPT SITE PLAN
- CONCEPT ELEVATIONS
- FLOOR PLANS
- LANDSCAPE CONCEPT



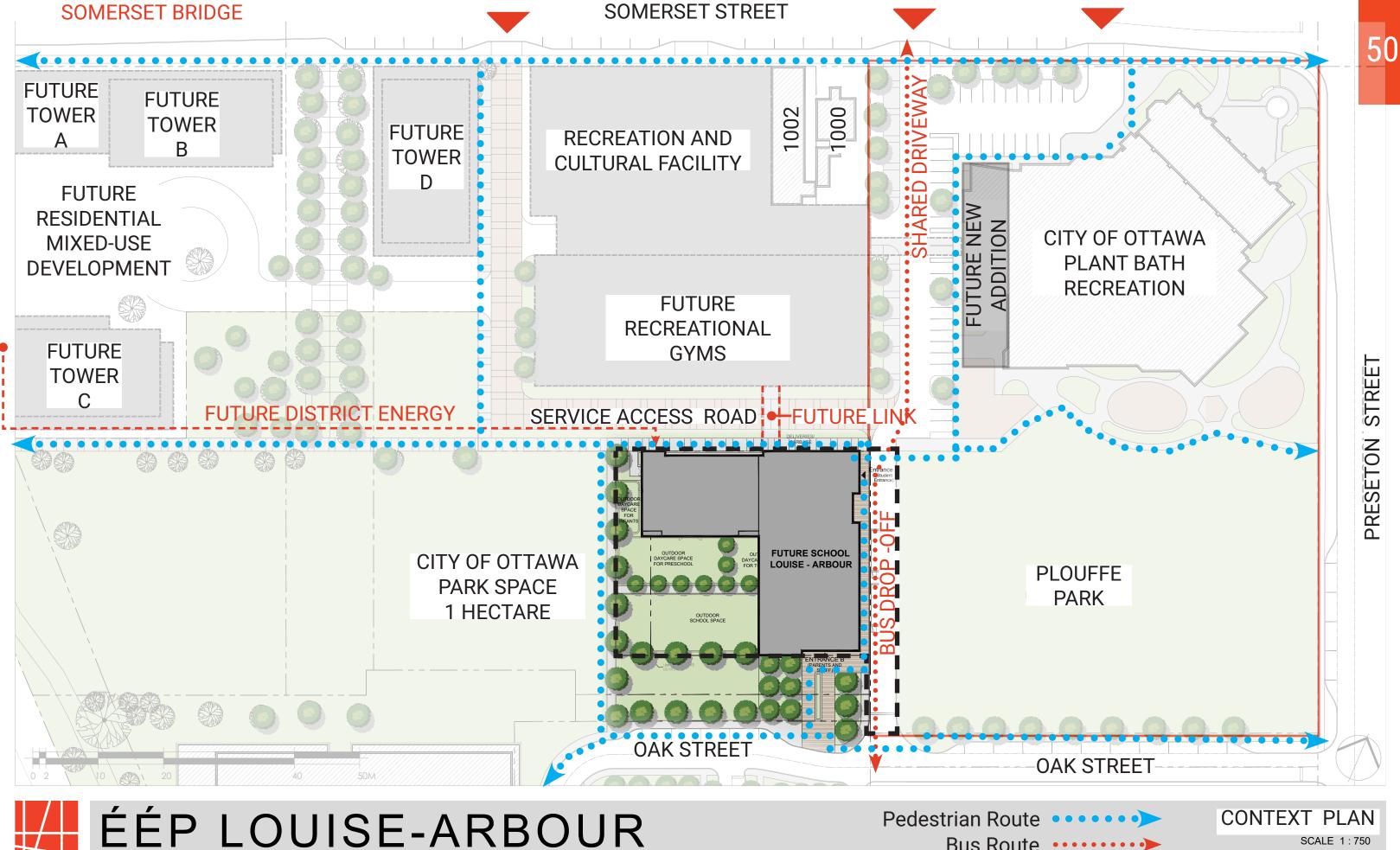


930-1010 SOMERSET

CONCEPT PLAN

SCALE 1:800

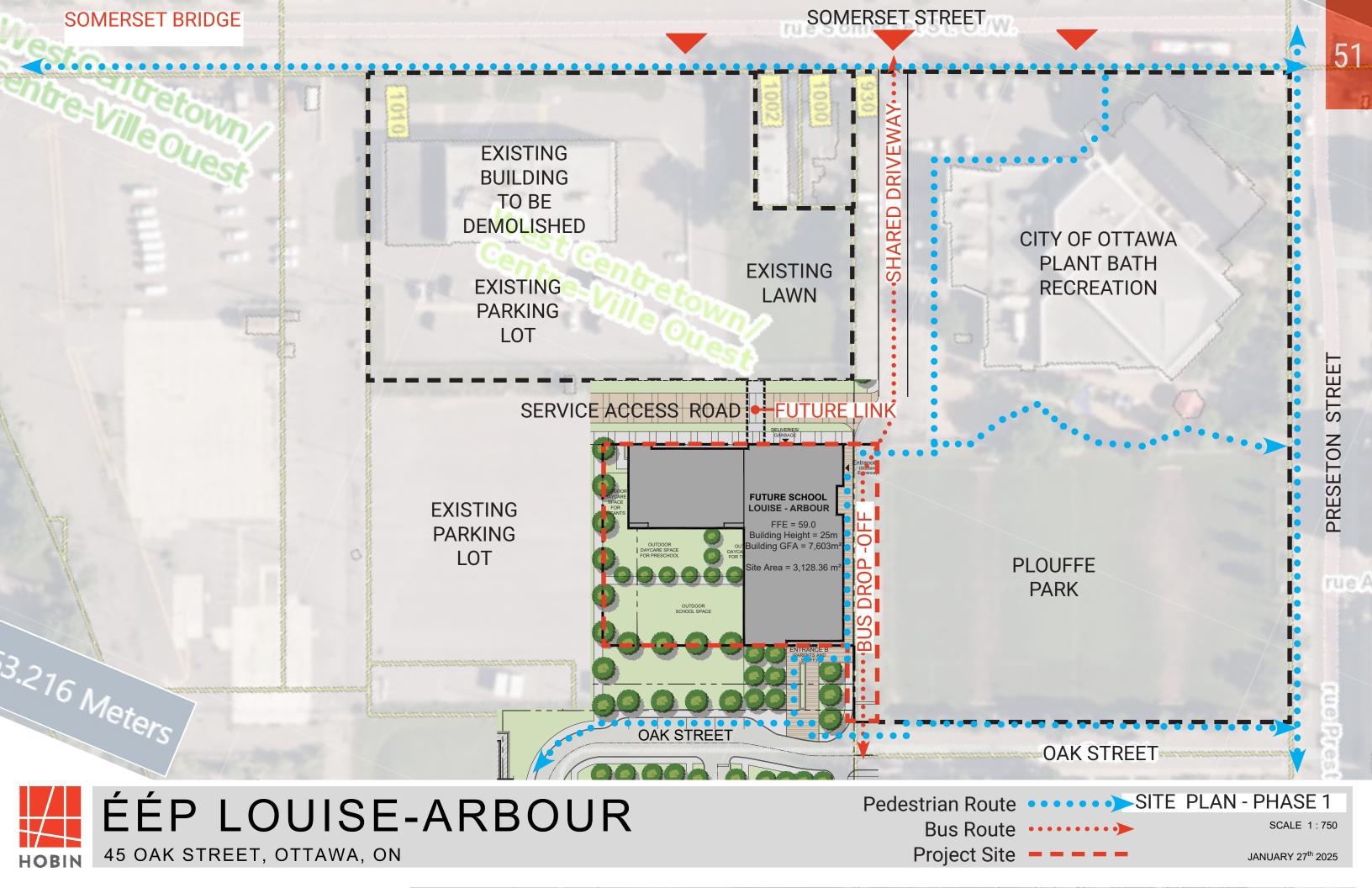
NOVEMBER 19, 2024



ÉÉP LOUISE-ARBOUR 45 OAK STREET, OTTAWA, ON

Bus Route Project Site

JANUARY 27th 2025







SITE PLAN

SCALE 1:750

45 OAK STREET, OTTAWA, ON

JANUARY 27th 2025

CONCEPTELEVATIONS

CEPEO É É P LOUISE-ARBOUR Concept Elevations - 6 Floors



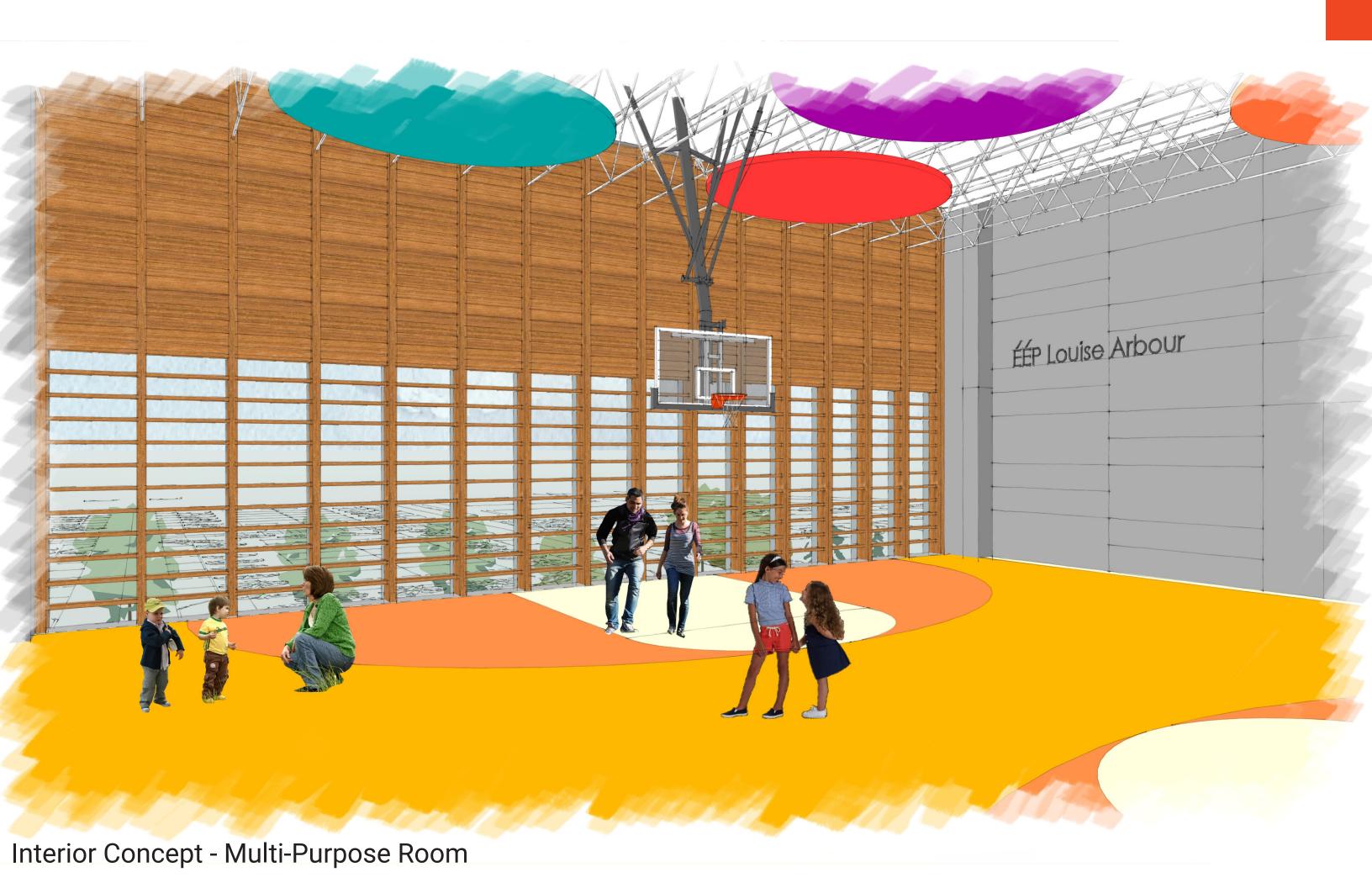


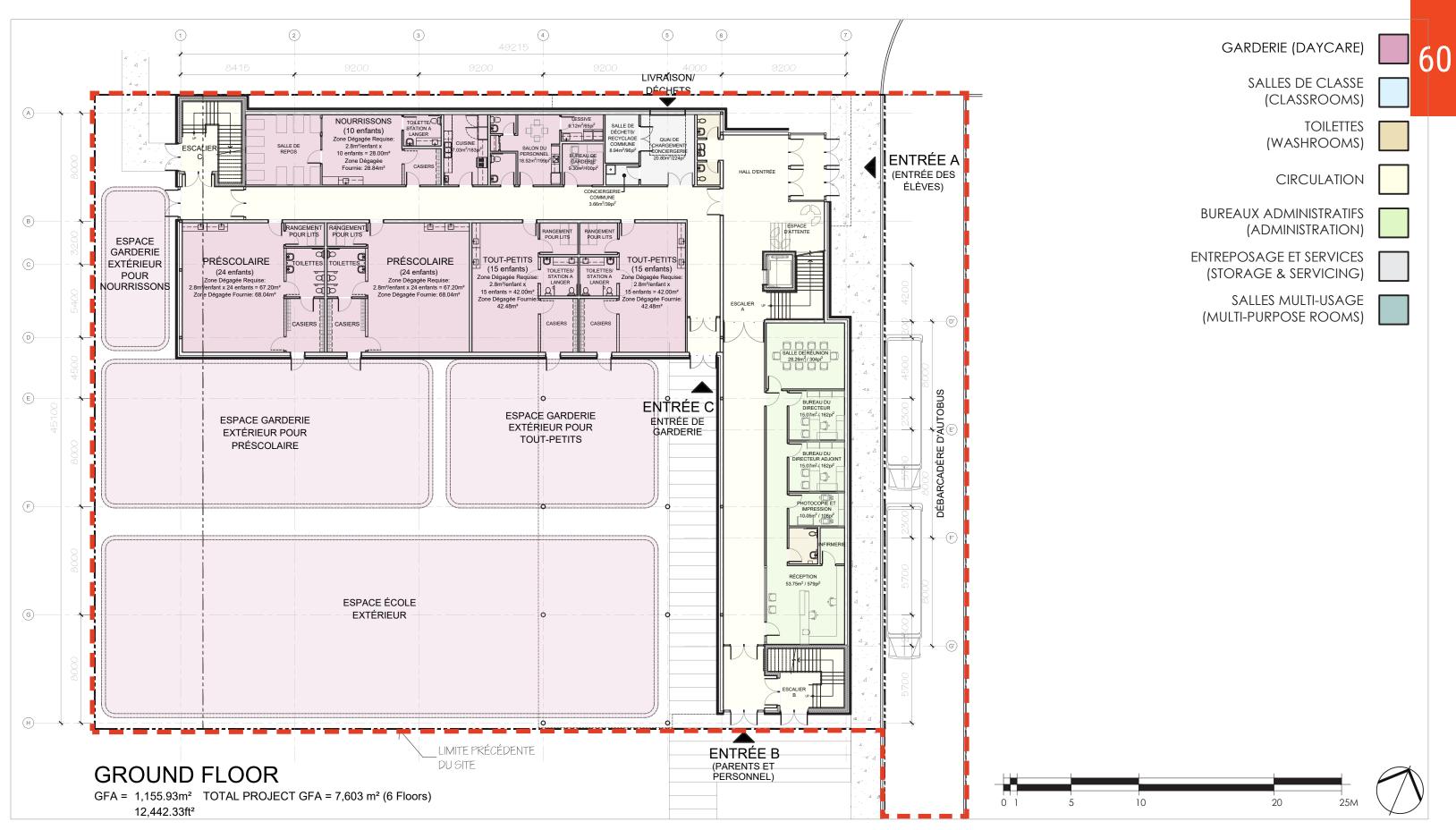














ÉÉP LOUISE-ARBOUR

PLAN DU REZ-DE-CHAUSSÉE

ÉCHELLE 1:250

45 OAK STREET, OTTAWA, ON

3 FÉVRIER 2025

D2 | Concept d'aménagement Images d'inspiration





















































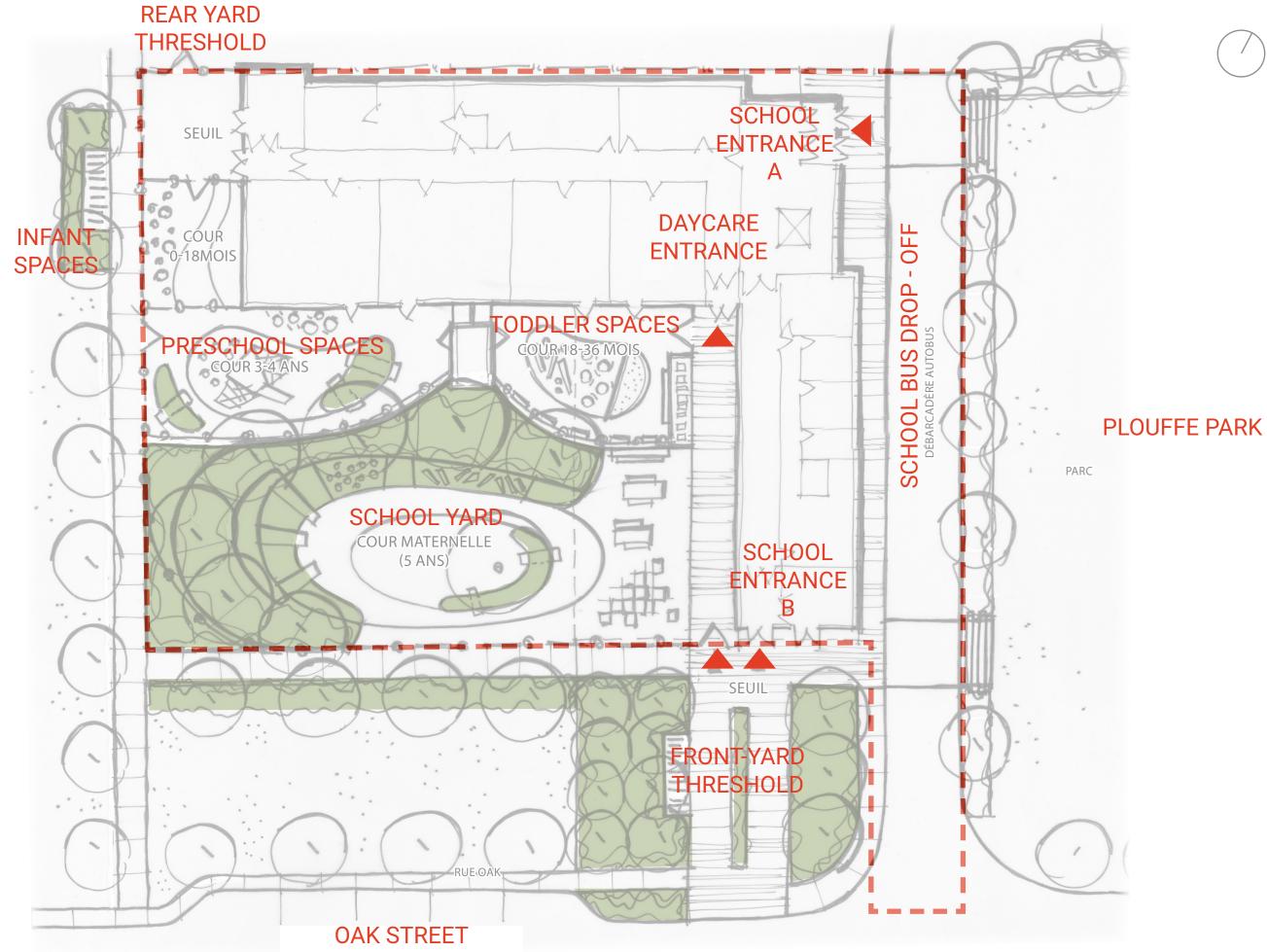




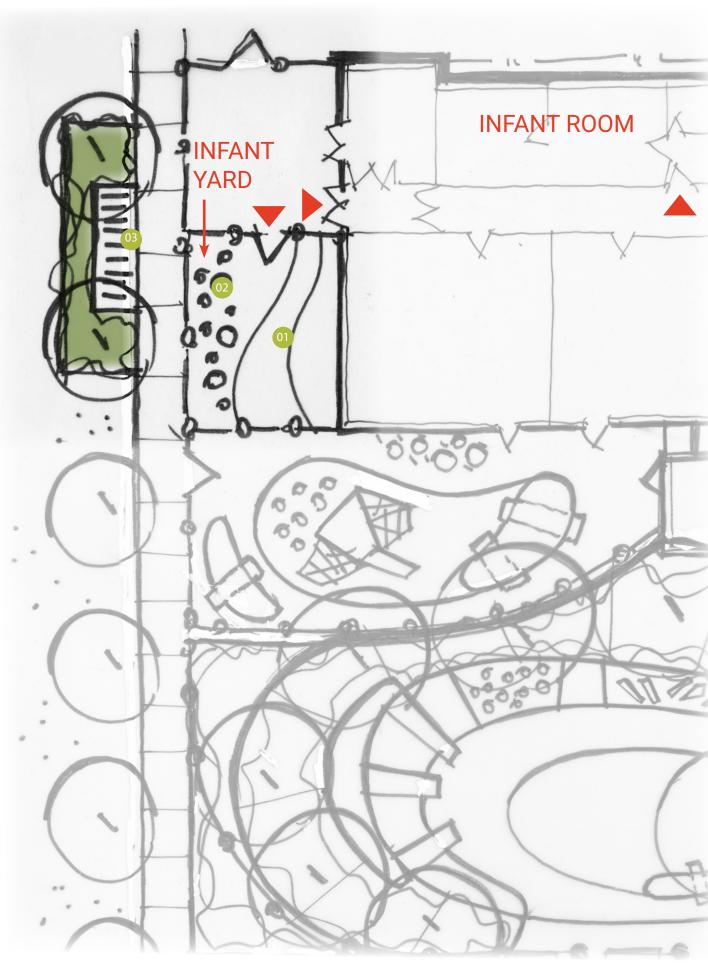
FUTURE

1 HECTARE

PARK







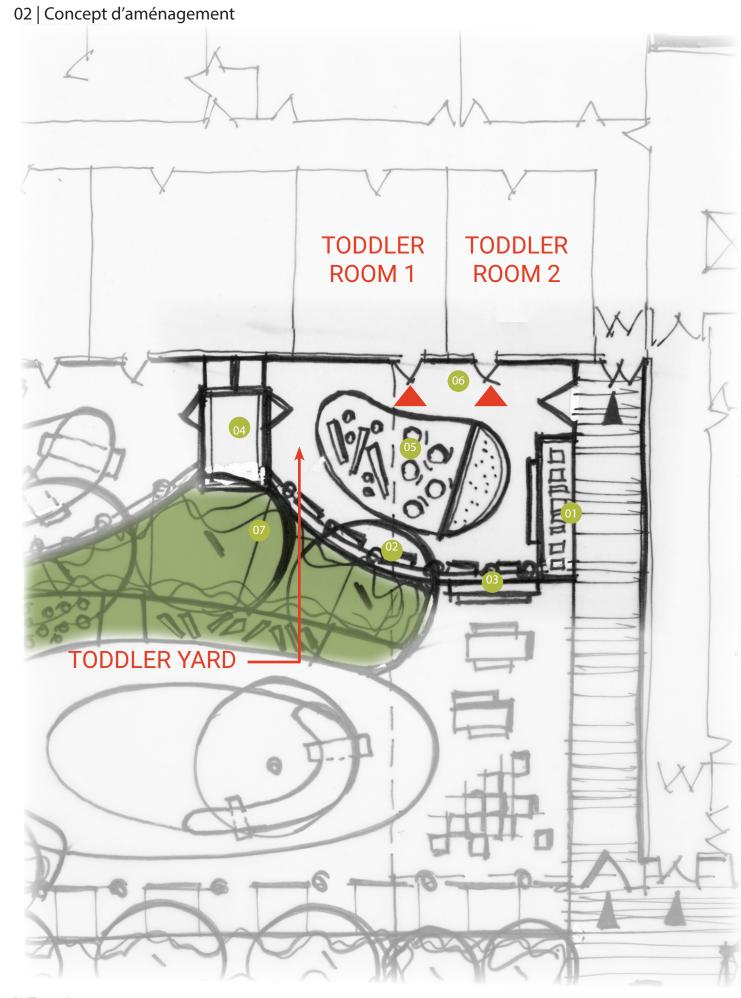
- on surface de caoutchouc
- 02 'pas' japonais
- 03 stationnement vélo







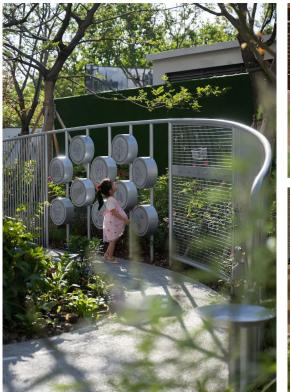
Cour 18-36 mois



- stationnement poussette
- oz clôture interactive
- 03 tableau
- 04 cabanon de rangement
- 05 bac à jeux
- os urface caoutchouc
- 07 butte 'verte'

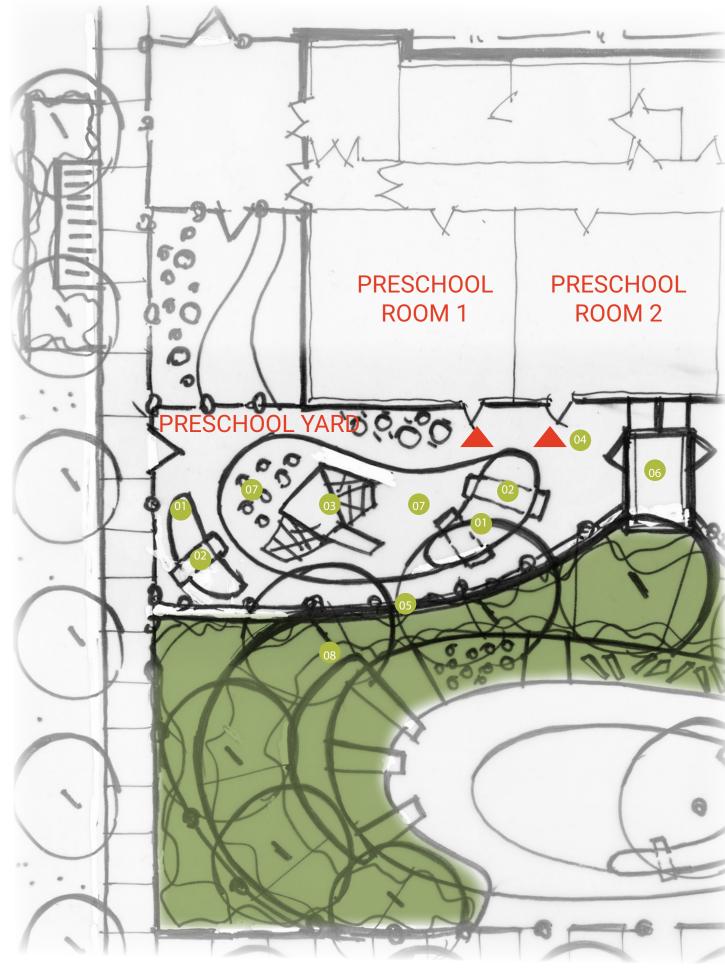












- 01 butte
- 02 tunnel
- 03 module de jeux
- o4 surface de caoutchouc
- os clôture interactive
- 06 cabanon
- 07 bac à jeux
- 08 butte 'verte'





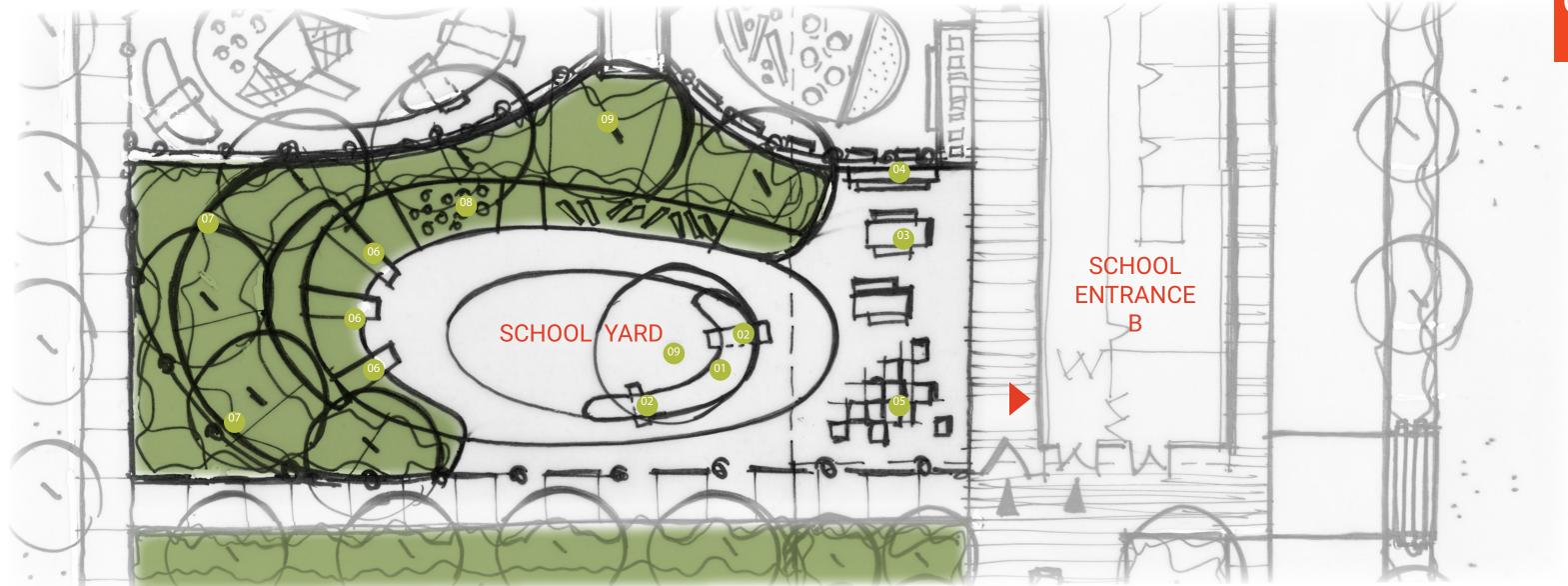












- 01 butte
- 02 tunnel
- 03 tables (classe extérieure)
- 04 tableau
- 05 agora
- 06 glissade
- 07 butte 'verte'
- 08 escalade
- 09 arbre





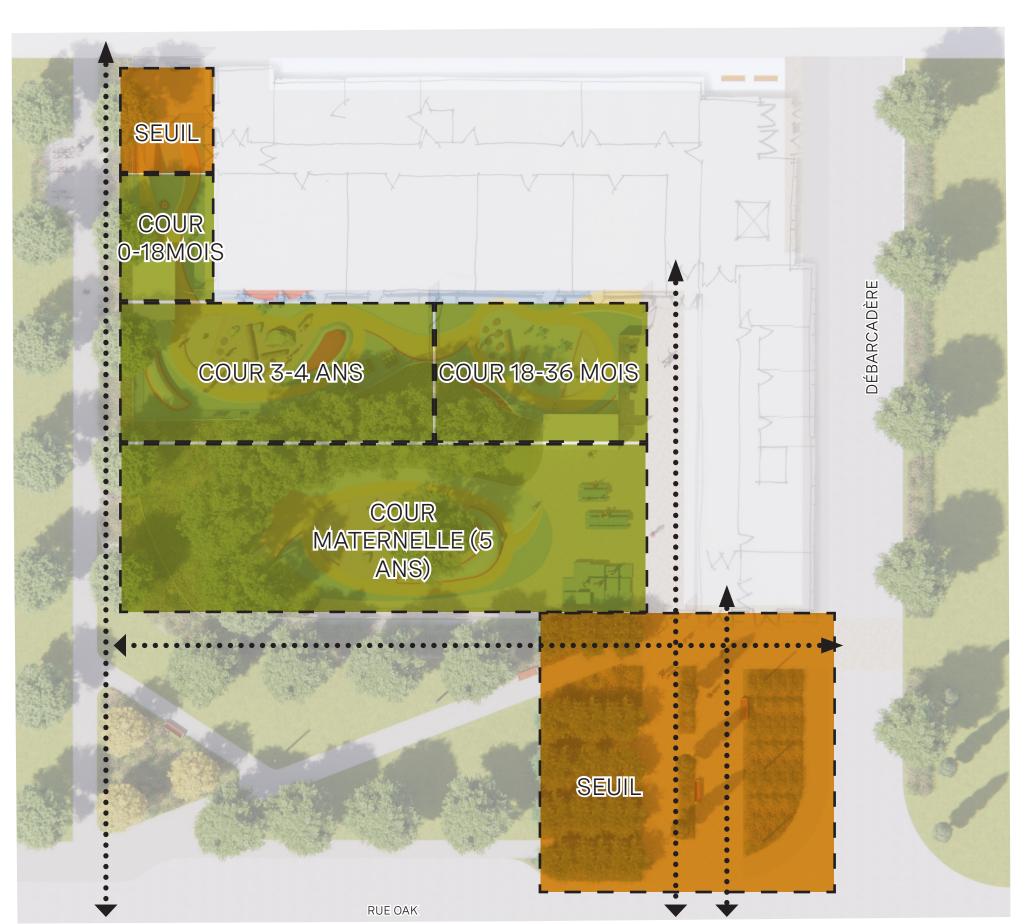














PARC





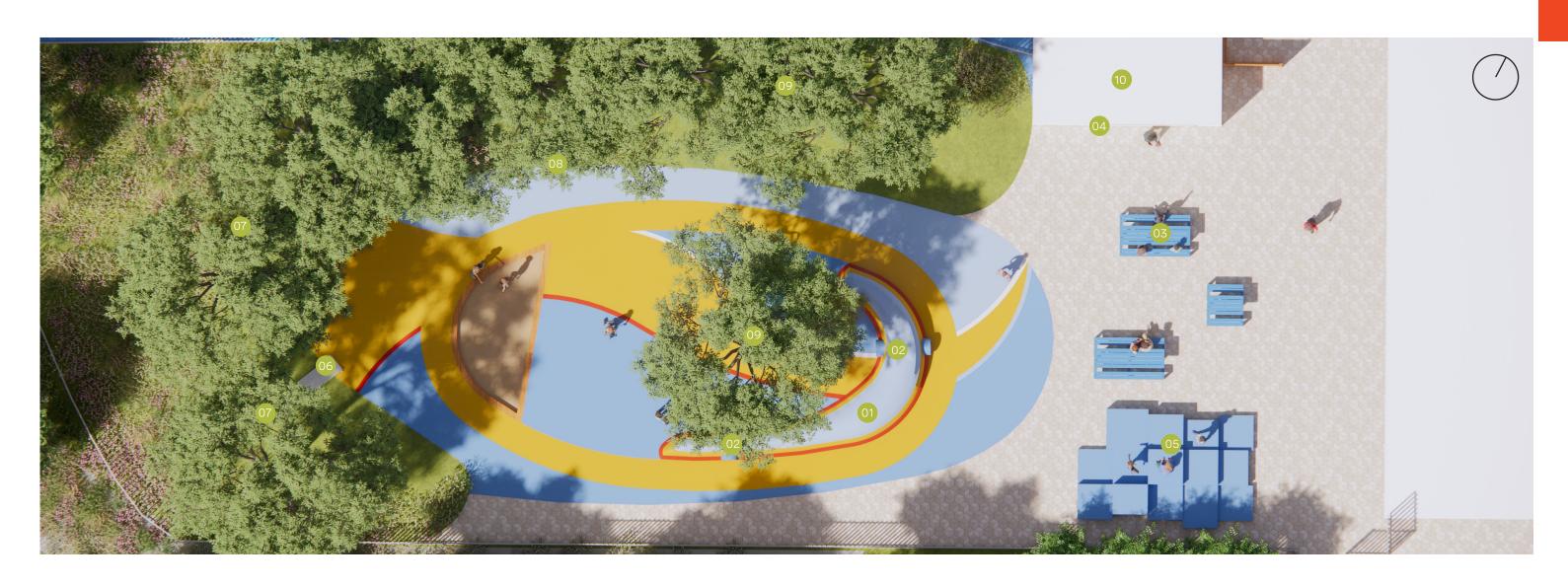












- 01 butte
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- 05 agora
- 06 glissade
- on butte 'verte'
- 08 escalade
- 09 arbre
- 10 Cabanon

















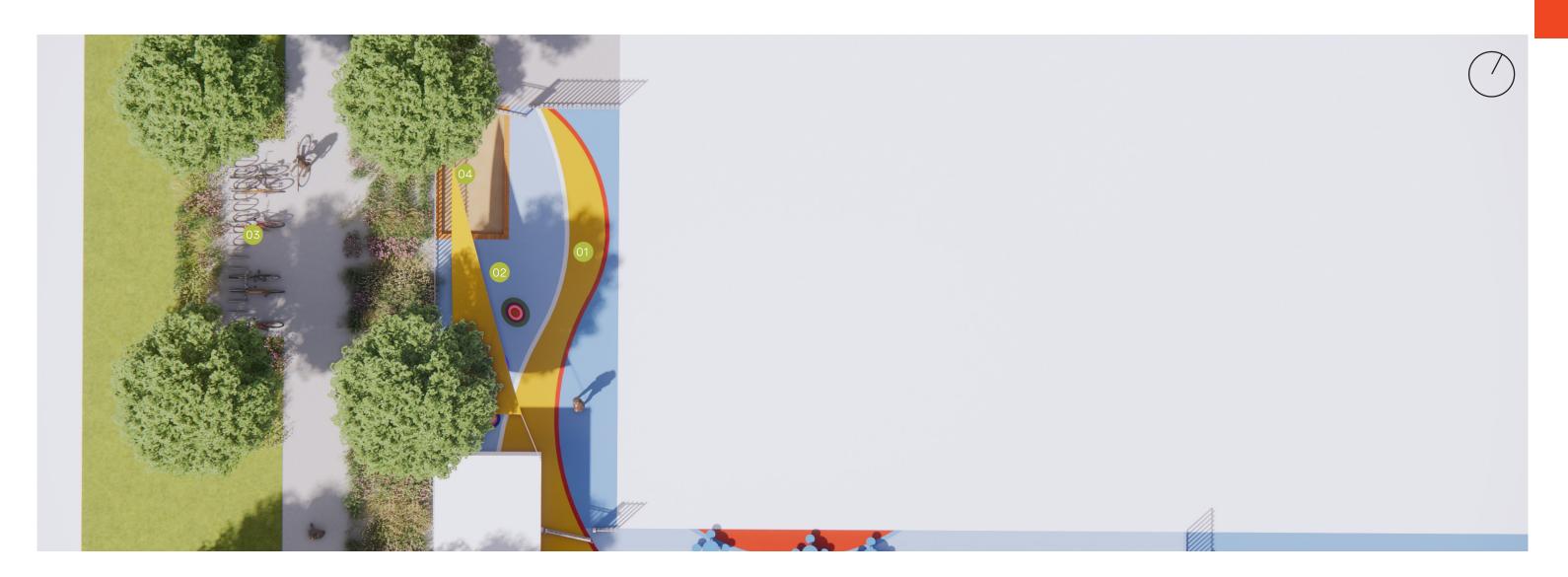












- on surface de caoutchouc
- 02 'pas' japonais
- 03 stationnement vélo
- 04 bac à sable











PROJECT STATS

GFA SUMMARY (sq.ft)

CITY OF OTTAWA

COMMUNITY ARTS HUB
CULTURAL FACTORY
CITY RECREATIONAL SPACE

TOTAL = $110,000 \text{ ft}^2$

GREEN SPACE

= 1 hectare

PUBLIC PARKING

= 52,000 ft²/LEV

P1 LEVEL TOTAL

= 140 spaces = **140 spaces**

SURFACE PUBLIC PARKING

= Existing (Plant Bath)

CEPEO

SCHOOL
DAYCARE 1,200sq.ft (X3)
TOTAL

= 7,395 ft²
= **59,073 ft²**

 $= 51.678 \text{ ft}^2$

RESIDENTIAL DEVELOPMENT

TOWER A

25 FLOORS = 205,800 ft² (750/UNIT) = 236 units

TOWER B

20 FLOORS = 167,258 ft² (750/UNIT) = 181 units

TOWER C

9 FLOORS = 88,653 ft² (750/UNIT) = 98 units

TOWER D

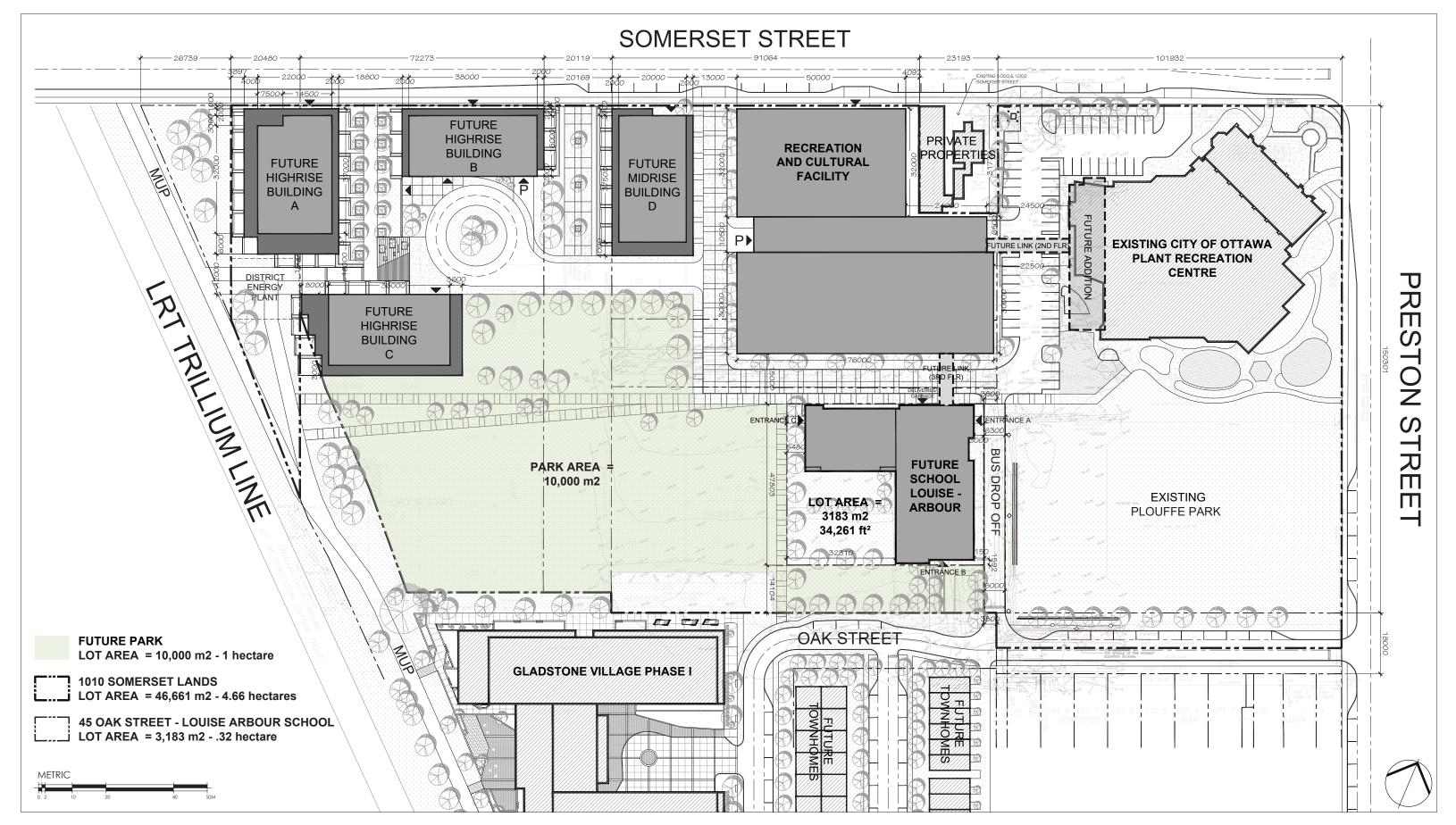
9 FLOORS = 82,097 ft² (750/UNIT) = 93 units

RESIDENTIAL PARKING

= TBD

* Parking rates as per zoning by-law requirements







1010 SOMERSET ST.

SITE PLAN

Appendix 2 – UDRP Recommendations



URBAN DESIGN REVIEW PANEL RECOMMENDATIONS April 4th, 2025

930 & 1010 Somerset Street West | Formal Review | Official Plan & Zoning By-Law Application | City of Ottawa, Hobin Architecture and Projet Paysage

Panel Members in Attendance: David Leinster | James Parakh | Heather Rolleston | Nigel Tai | Alex Taranu | Emmanuelle van Rutten | Colin Berman | Philip Evans |



Key Recommendations

- The Panel support this beautiful proposal and expresses strong appreciation for the concept of a public realm fabric that ties the village together.
- The Panel acknowledges the complexity of the site and appreciates how the team has capitalized on these complexities—particularly the grading—to create a dynamic relationship between the development and Somerset Street, both at grade and below grade.
- The Panel highlights the value of the proposal's deliberate effort to connect neighborhoods and enhance integration with the surrounding street network.
- The Panel supports the urban school model and integration of playgrounds, describing it as precedent-setting not only in Ottawa but from a Canadian perspective.
- The Panel raised concerns regarding the school entrance, bus drop-off, and vehicular integration, and encouraged the design team to continue exploring solutions.
 - A suggestion was made to consider placing school buses further away from the school to allow for a short walk, referencing traditional school arrival experiences that could benefit the morning routine and enhance the public realm.

Ottawa

URBAN DESIGN REVIEW PANEL RECOMMENDATIONS April 4th, 2025

- The Panel encourages further exploration of accessibility, particularly within the residential neighborhood, given the grade changes across the site.
- The Panel has concerns with the application of a two-storey podium expression along the entire Somerset frontage and suggests additional study of the podium heights.
 - The Panel recommends evaluating where podiums might be elevated and where gaps could be closed in to reinforce the Somerset Street edge.
 - The Panel appreciates the variety of terracing approaches along the residential components.
- The Panel suggests simplifying the materiality across the project to support cohesion and clarity in design.

Site Design & Public Realm

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

Ottawa

URBAN DESIGN REVIEW PANEL RECOMMENDATIONS April 4th, 2025

Sustainability

- The Panel underscores that sustainability in this context extends beyond energy and materials to include stormwater management, grading, and landscape integration.
- The Panel suggests using stormwater as a visible, integrated design asset—potentially as a feature or organizing element of the public realm.
- The Panel encourages an overall sustainability framework that includes biodiversity, indigenous placemaking, and microclimate considerations, beginning at this early Master Plan stage.
- The Panel emphasizes that these sustainable strategies should be embedded in the site infrastructure and landscape now, so that they may inform and guide future development partners and phases.

Built Form & Architecture

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