



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.

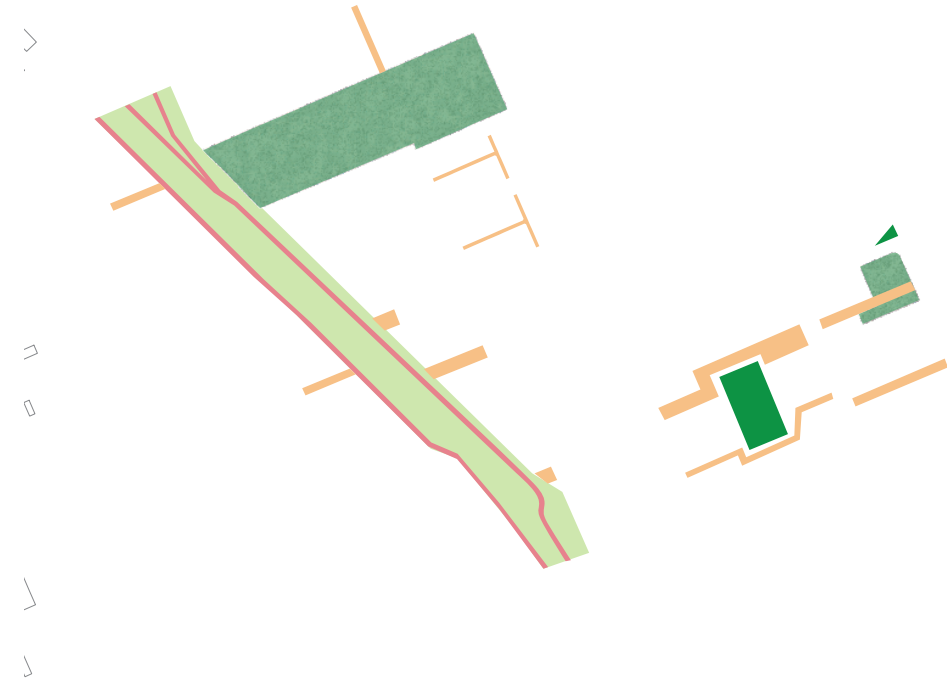
Right: Extract from Annex C1 of the Official Plan. The site is designated as a Protected Major Transit Station Area (PMTSA).

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.



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

5



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

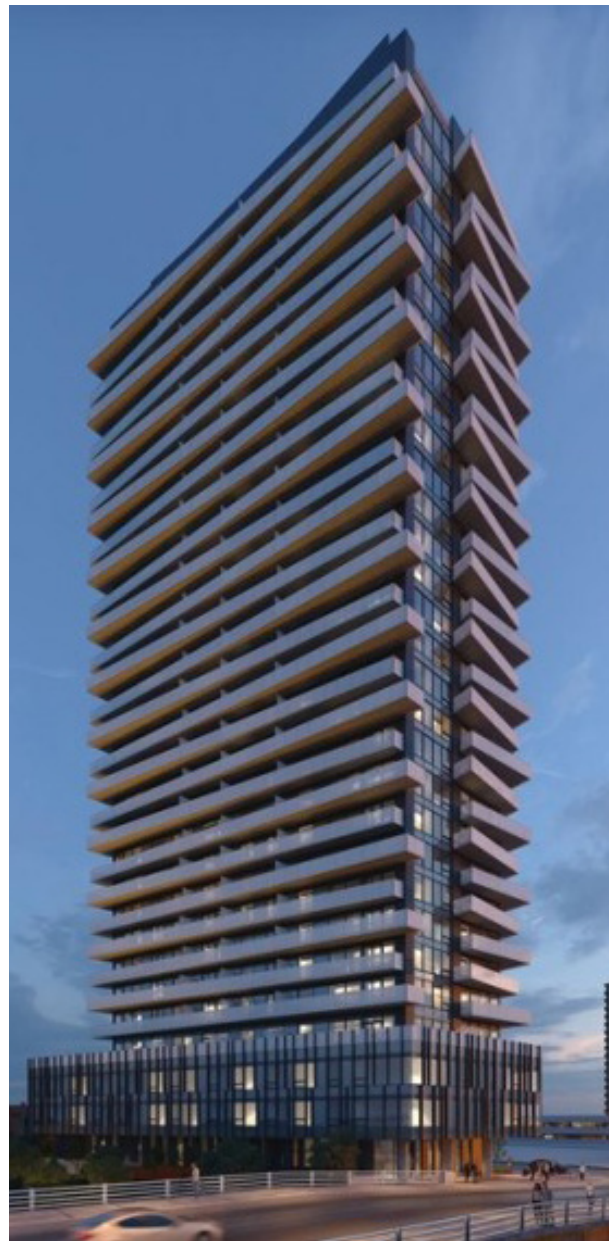
Buildout is anticipated for 2031

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

6



◀ 1040 Somerset

0.13 hectares of land
338 high rise apartment units
Retail at Grade
Currently under site plan control review
Zoned Traditional Mainstreet Zone with a Height Restriction of 15 metres [TM H(15)] in the City of Ottawa Comprehensive Zoning By-law (2008-250). Recently Approved Minor Re-zoning includes a height cap of 119m.




989 Somerset Development ▲

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

SITE CONTEXT

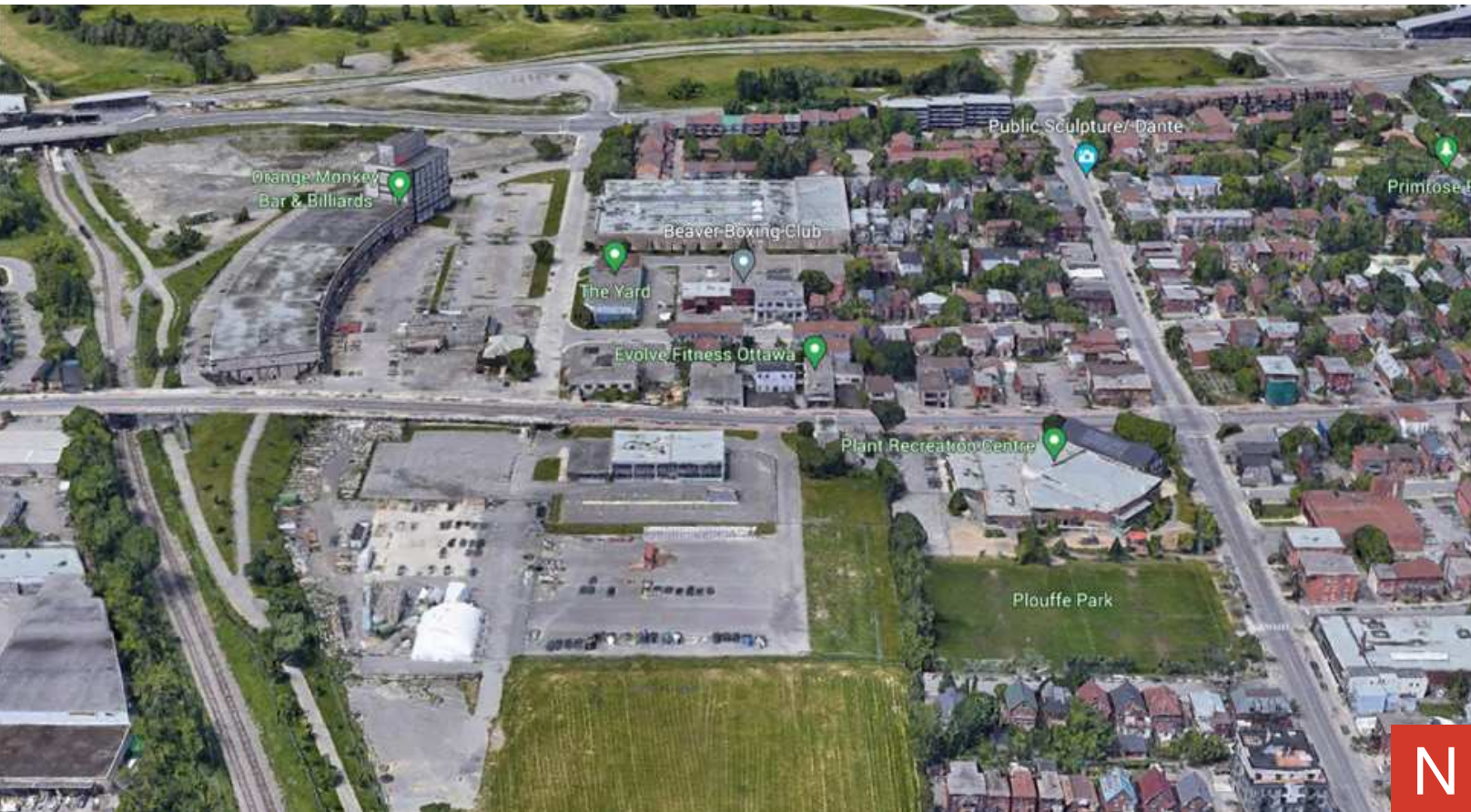


DESIGN THEMES

- 
- 1 Placemaking Public & Private Community Spaces: City of Ottawa, CEPEO, Arts Community,
- 2 Park Space (1 Hectare)
- 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

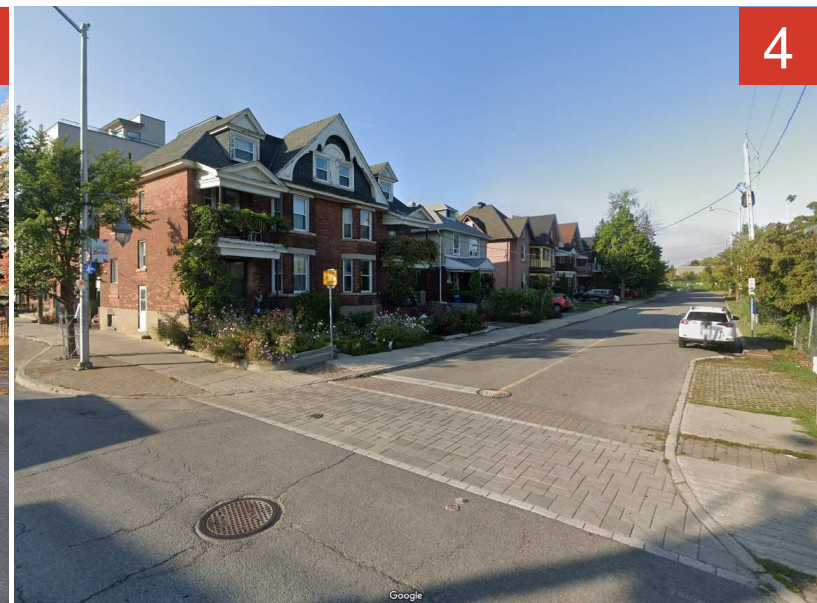
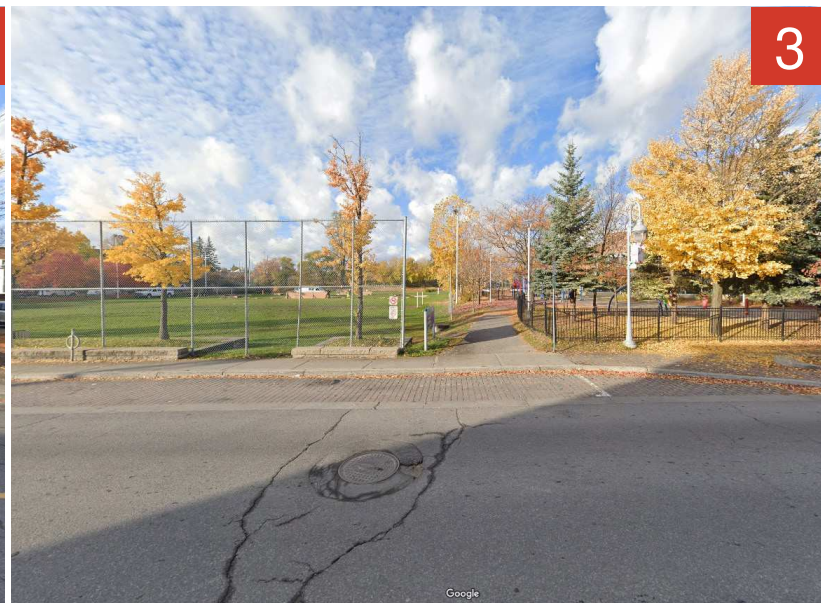
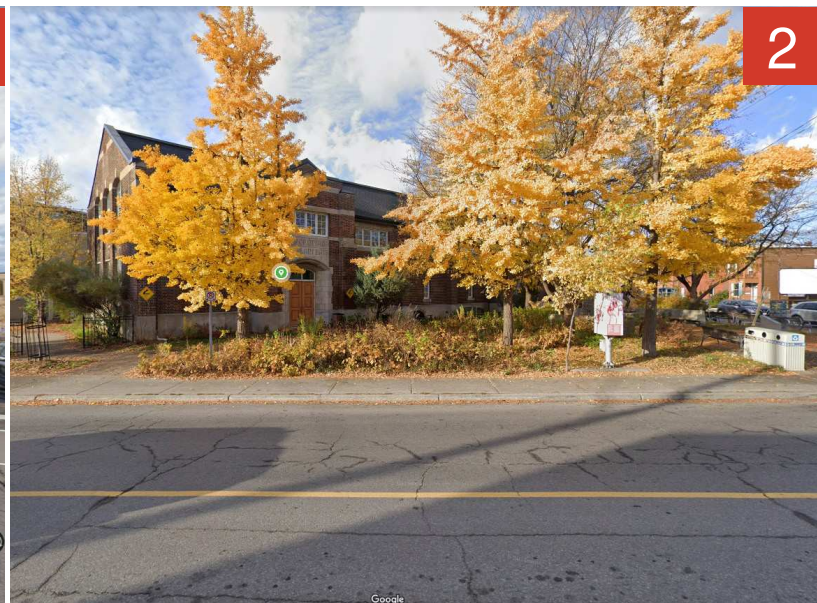
SITE CONTEXT

9



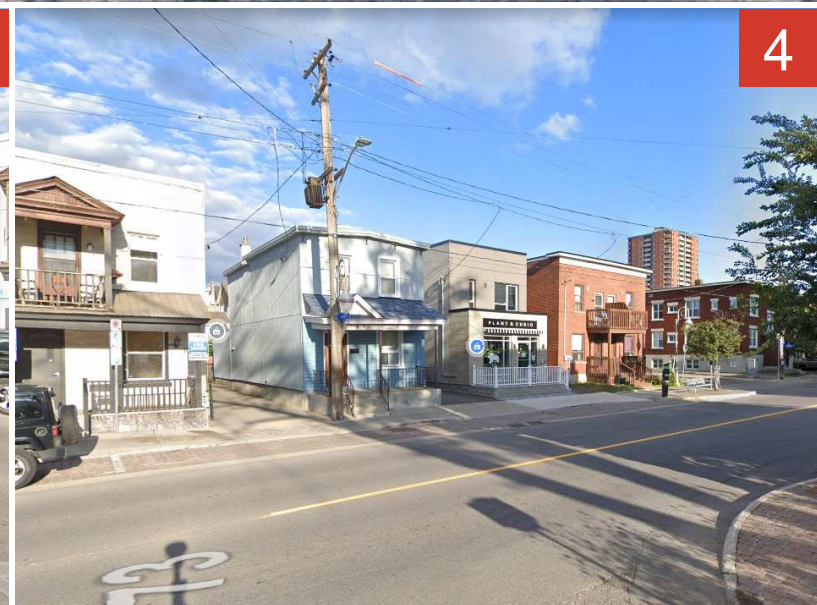
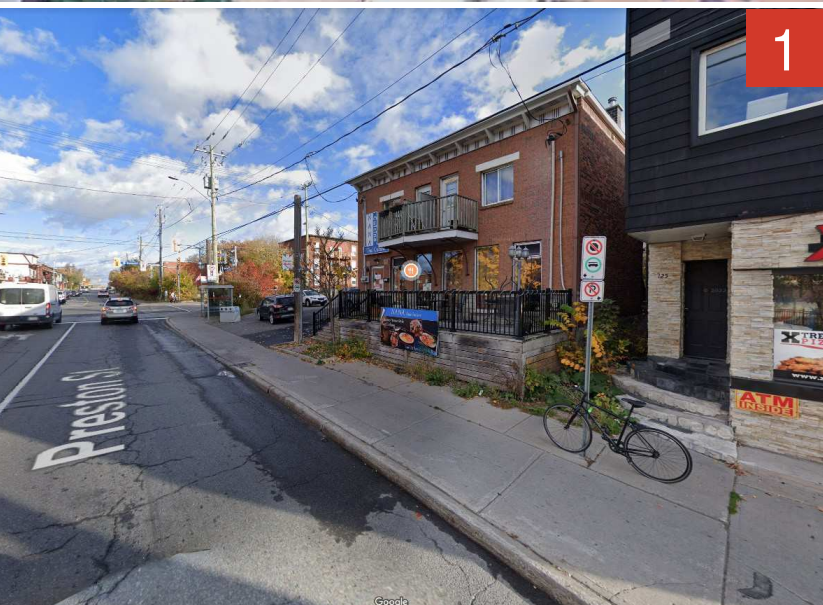
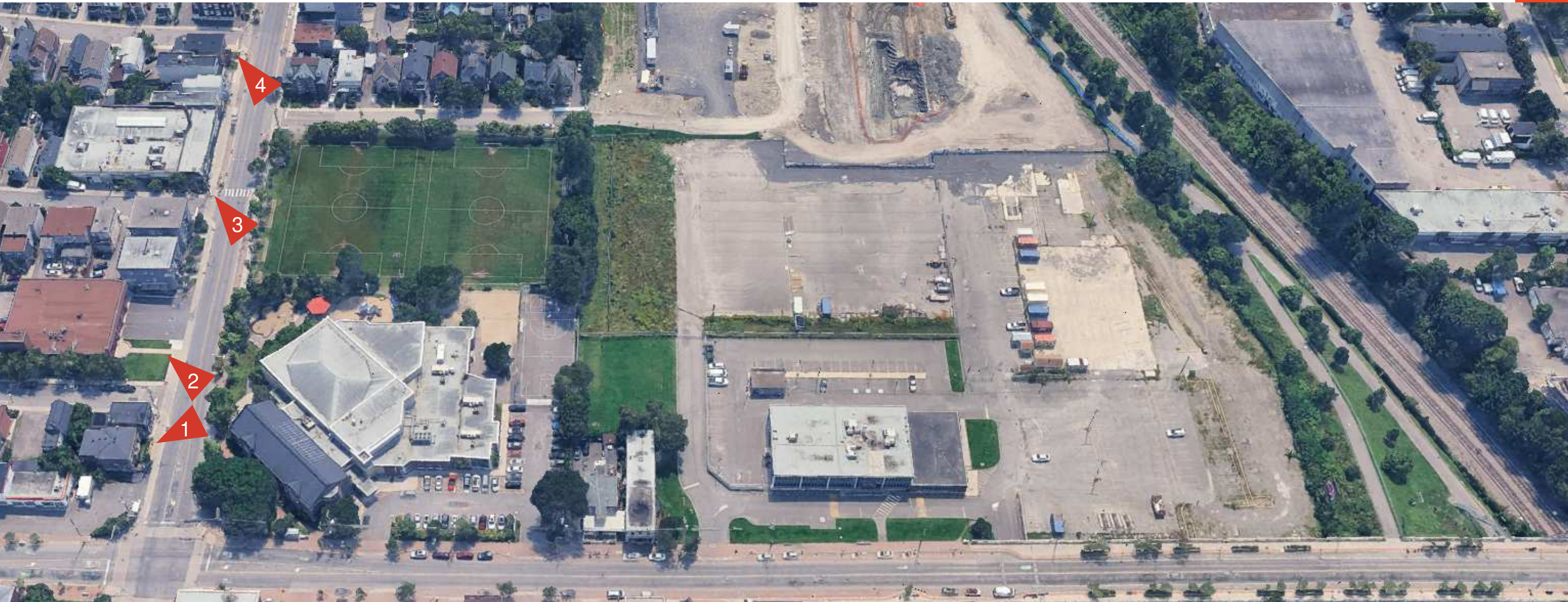
SITE CONTEXT

10



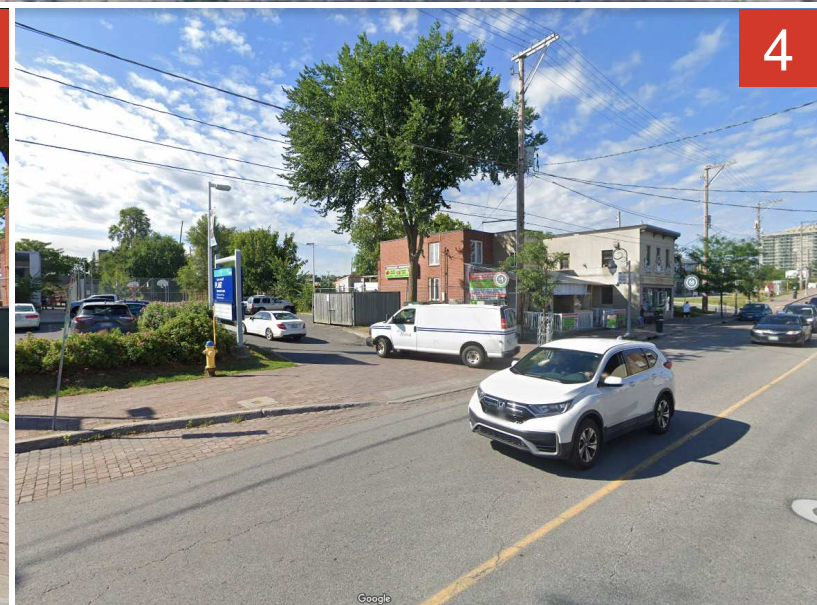
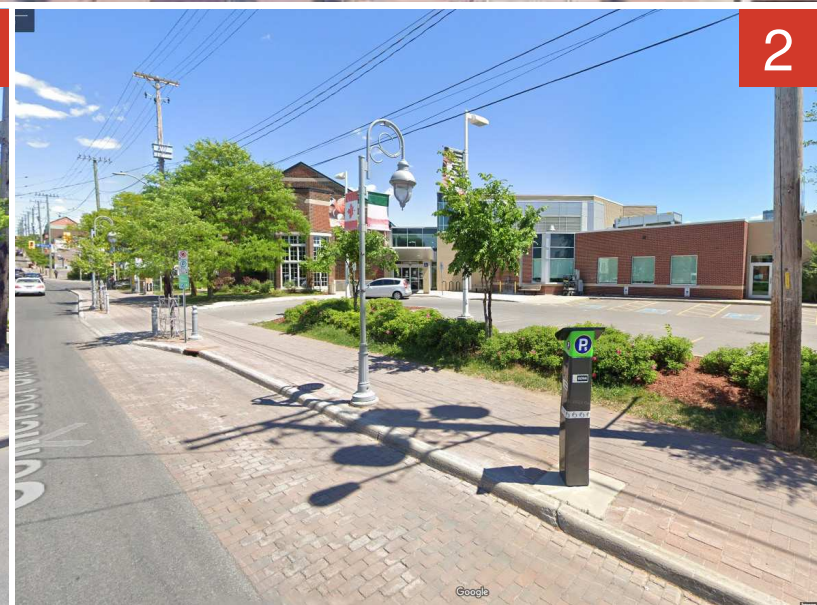
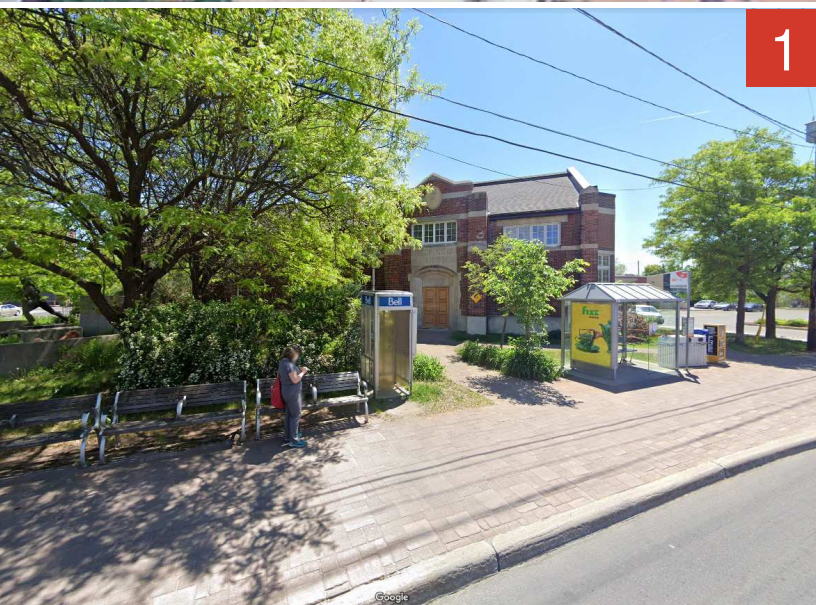
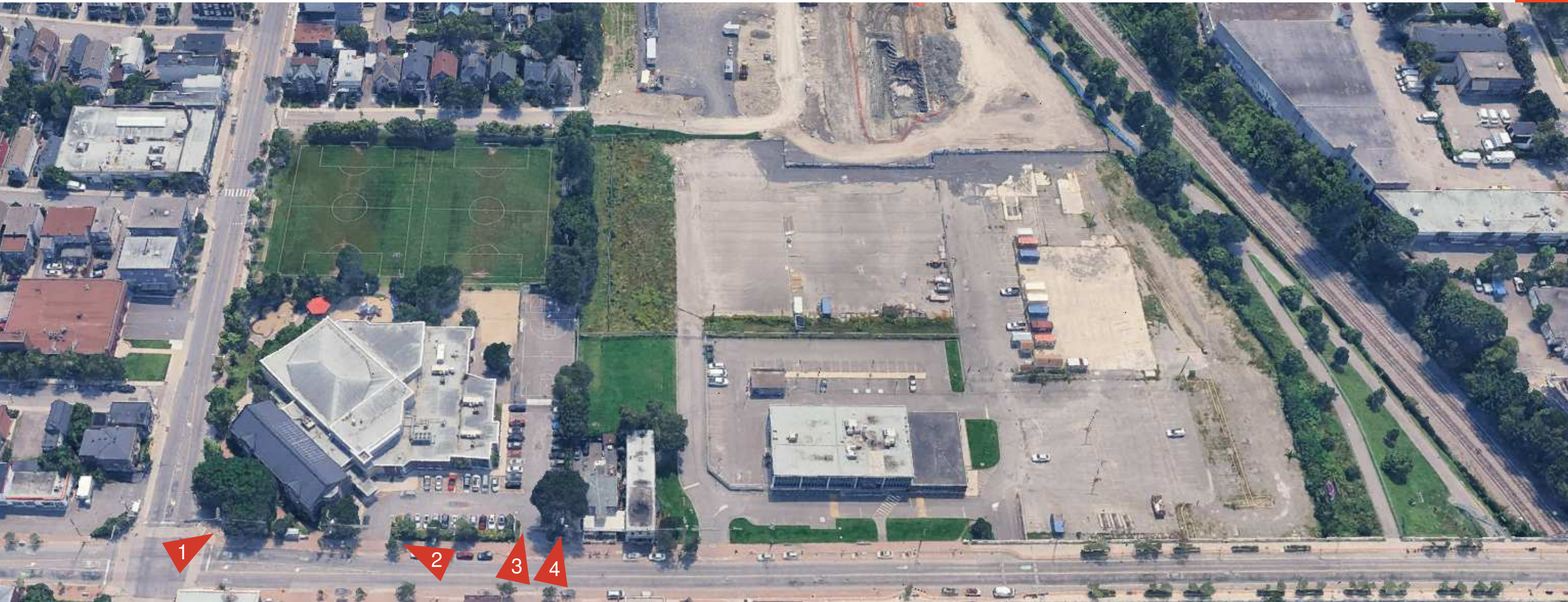
SITE CONTEXT

11



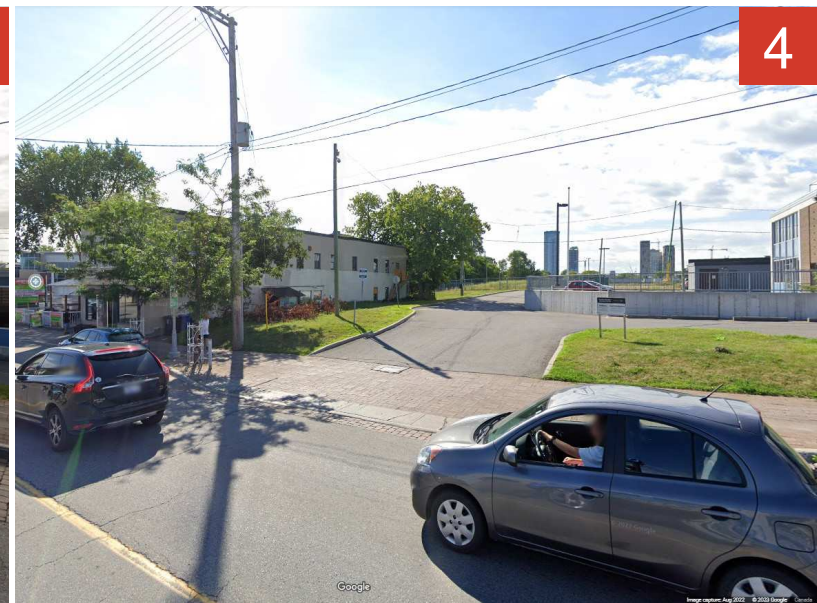
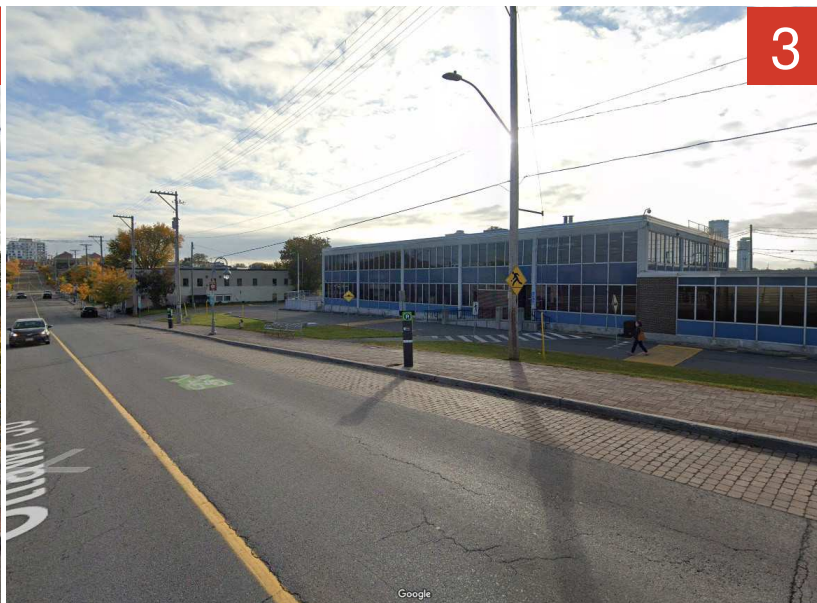
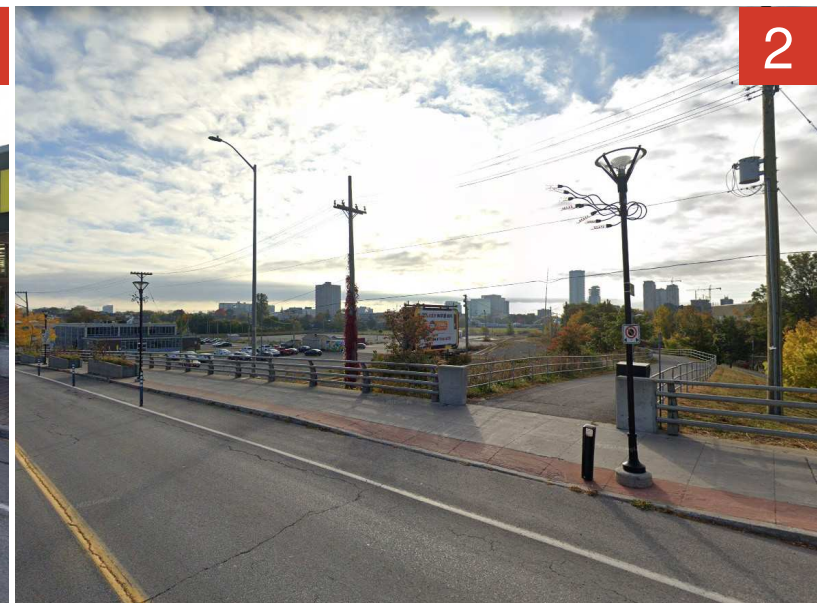
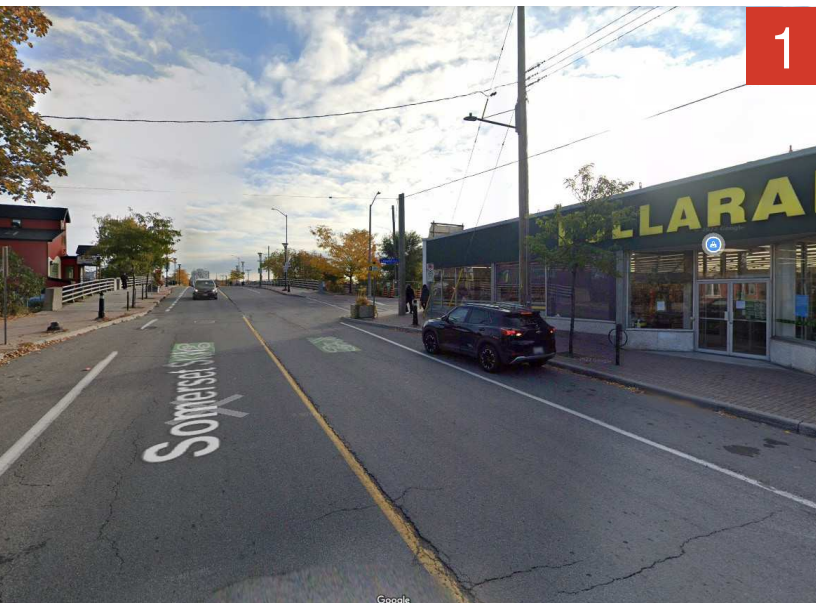
SITE CONTEXT

12



SITE CONTEXT

13

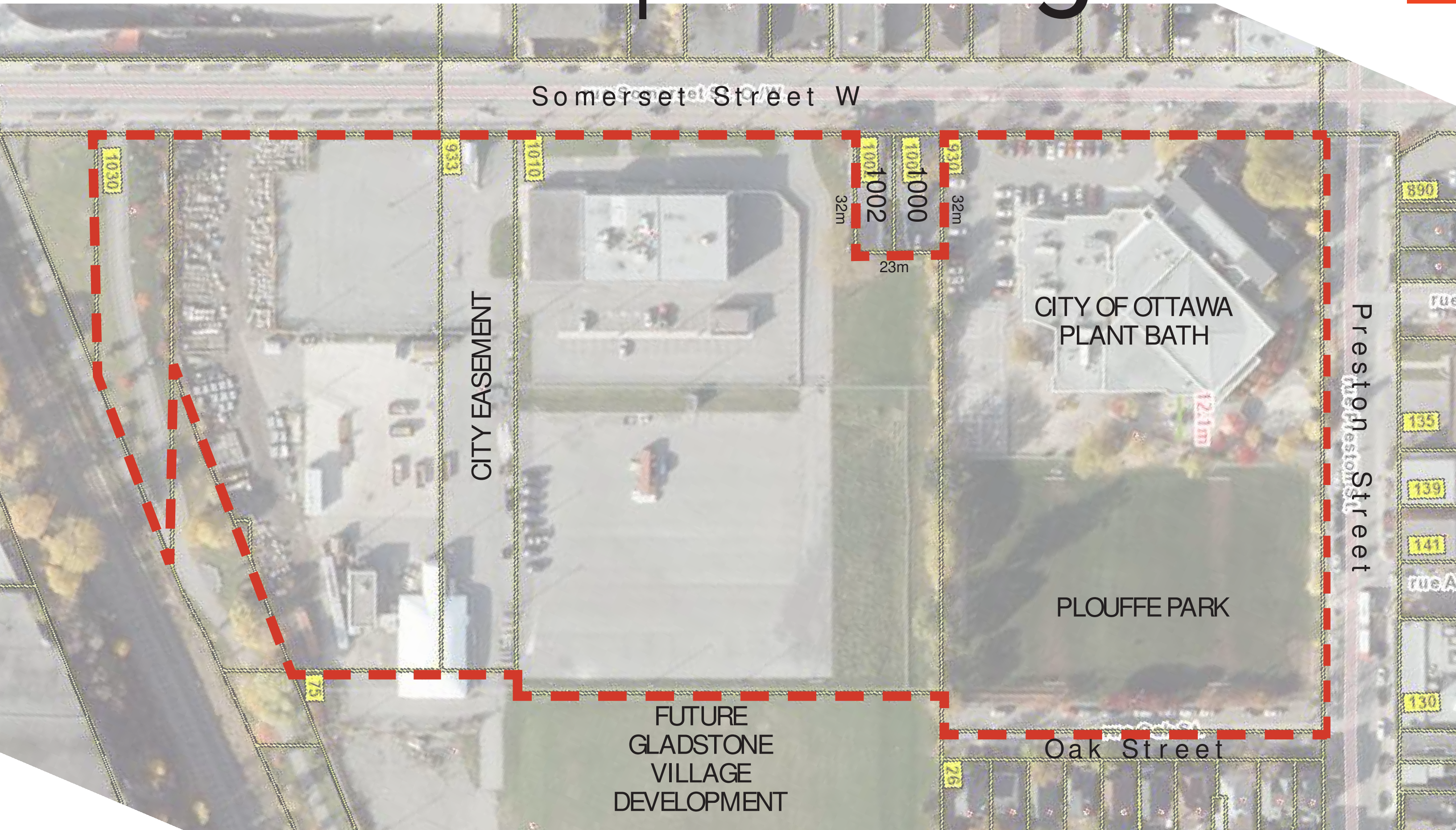


SITE CONTEXT

14



SITE PLAN | Existing



SITE PLAN | Context





PRESTON STREET

GLADSTONE AVE

SOMERSET STREET W

CITY CENTER

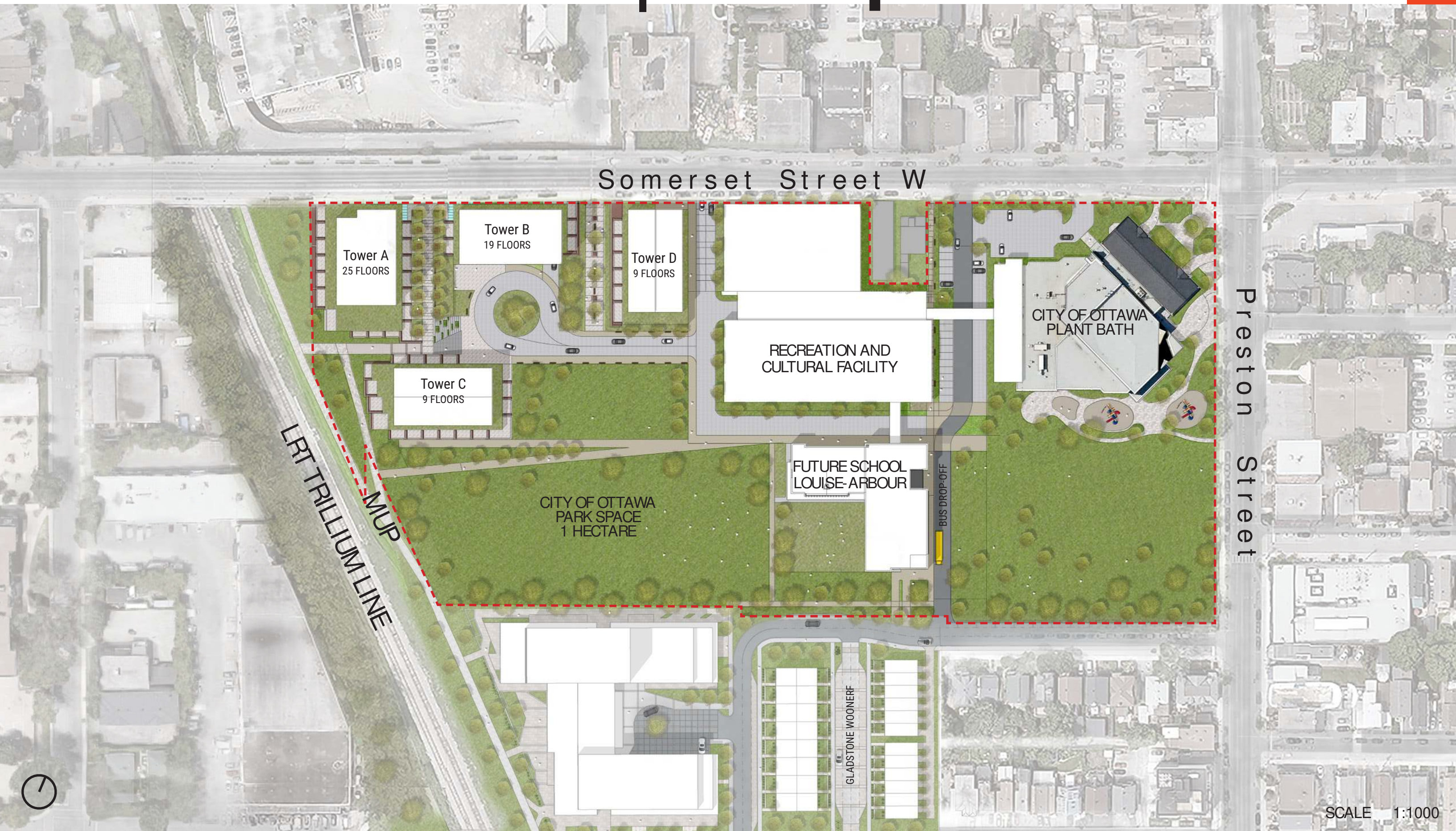
GLADSTONE STATION

QUEENSWAY

LRT TRILLIUM LINE

SITE PLAN | Proposed

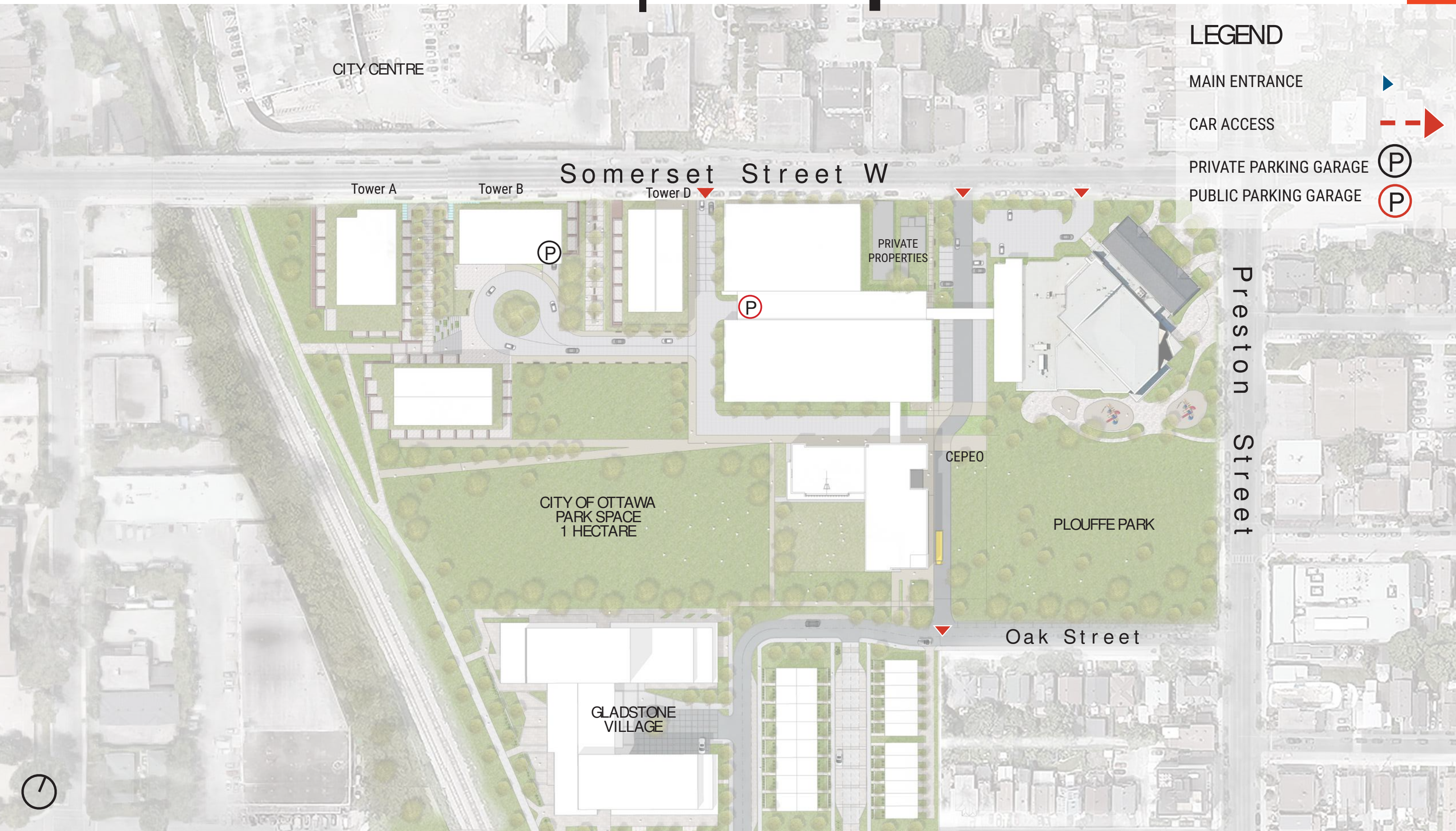
18



SCALE 1:1000

SITE PLAN | Proposed

19



LEGEND

MAIN ENTRANCE

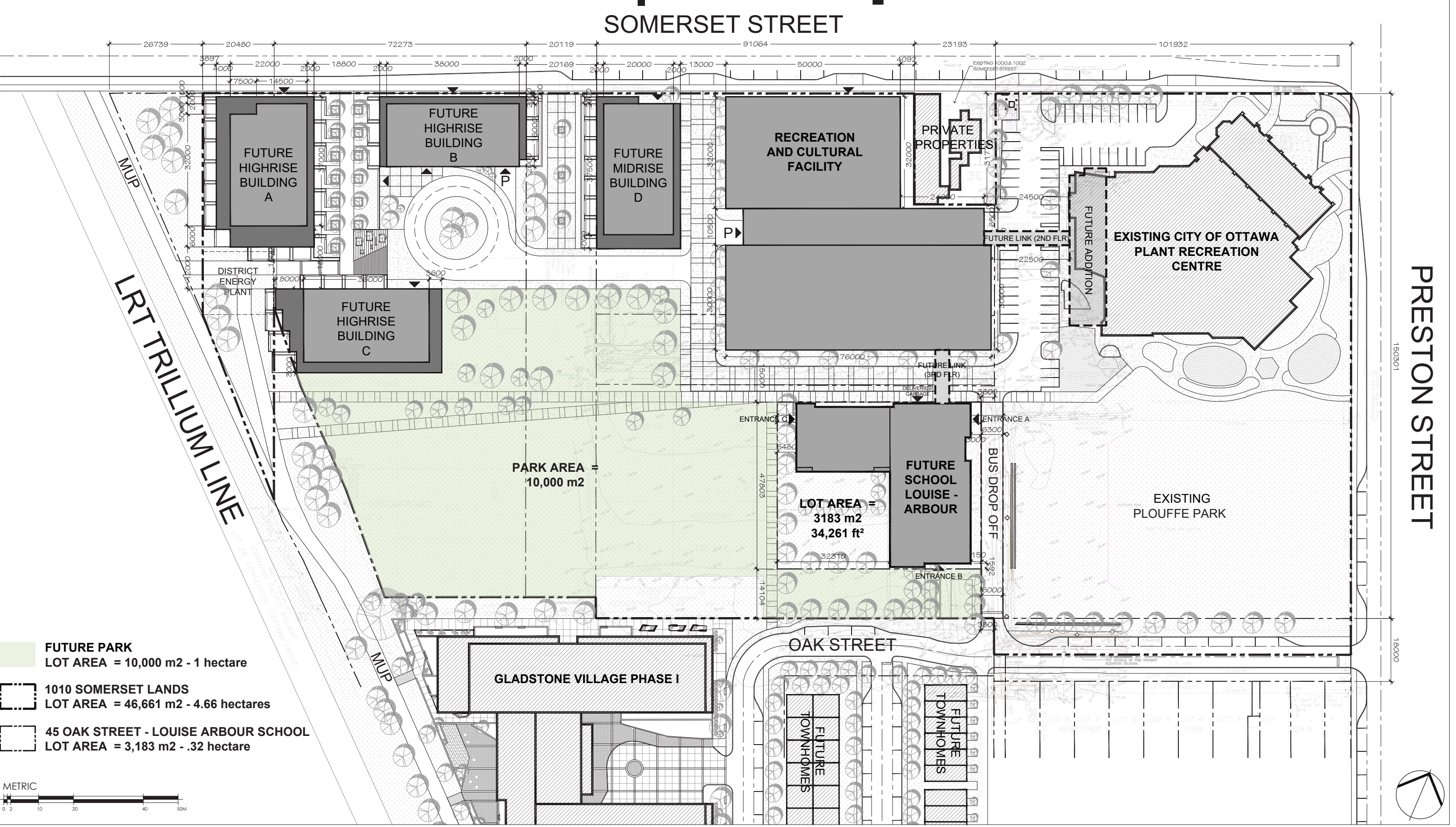
CAR ACCESS

PRIVATE PARKING GARAGE

PUBLIC PARKING GARAGE



SITE PLAN | Proposed



An aerial, isometric view of a city grid, rendered in a monochromatic red color. The image shows a dense arrangement of buildings of various heights and shapes, interspersed with streets and small trees. The overall style is architectural and schematic. Overlaid on this background is the word "PLACEMAKING" in a large, white, sans-serif font, centered horizontally and slightly above the vertical center.

PLACEMAKING

PLACEMAKING & PUBLIC OPEN SPACE

22



PLACEMAKING

23

A combination of Public & Private Community Spaces:
City of Ottawa Recreational, Arts Community, CEPEO
School and Future Residential Development, Public
Realm organised around Public Parkland



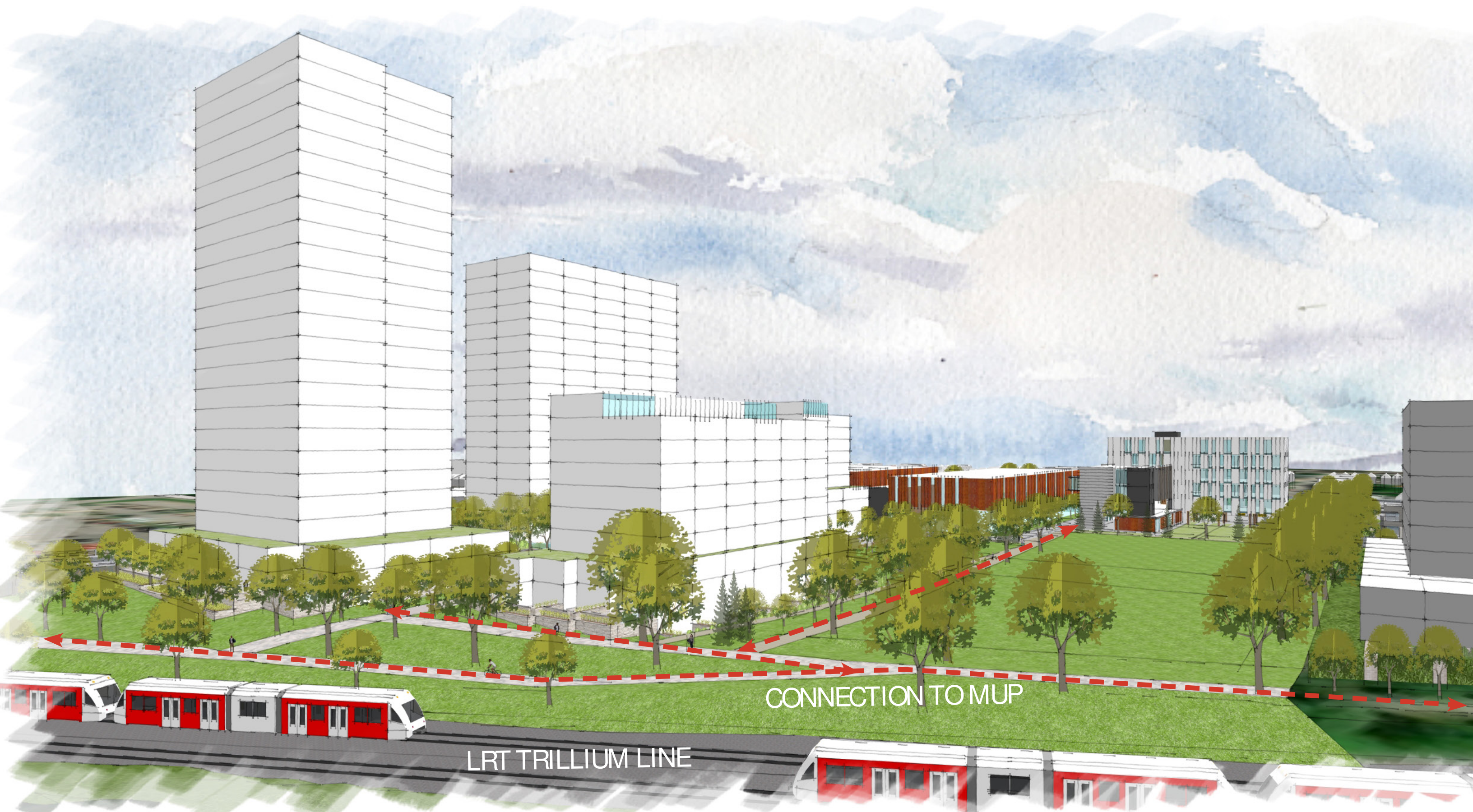
PUBLIC PARK SPACE



PUBLIC CONNECTION TO MUP AND CITY CENTRE

LRT TRILLIUM LINE

25



LRT TRILLIUM LINE

CONNECTION TO MUP

STREET ANIMATION





SOMERSET STREET

SOMERSET STREET



SOMERSET STREET

NEW STREET FRONTAGE | RESPONSE TO FEEDBACK

PREVIOUS VERSION



CURRENT VERSION



LEGEND

ACTIVE FRONTAGE

VEHICULAR CIRCULATION

SCALE 1:2000



SOMERSET ST

30



SOMERSET BRIDGE

31

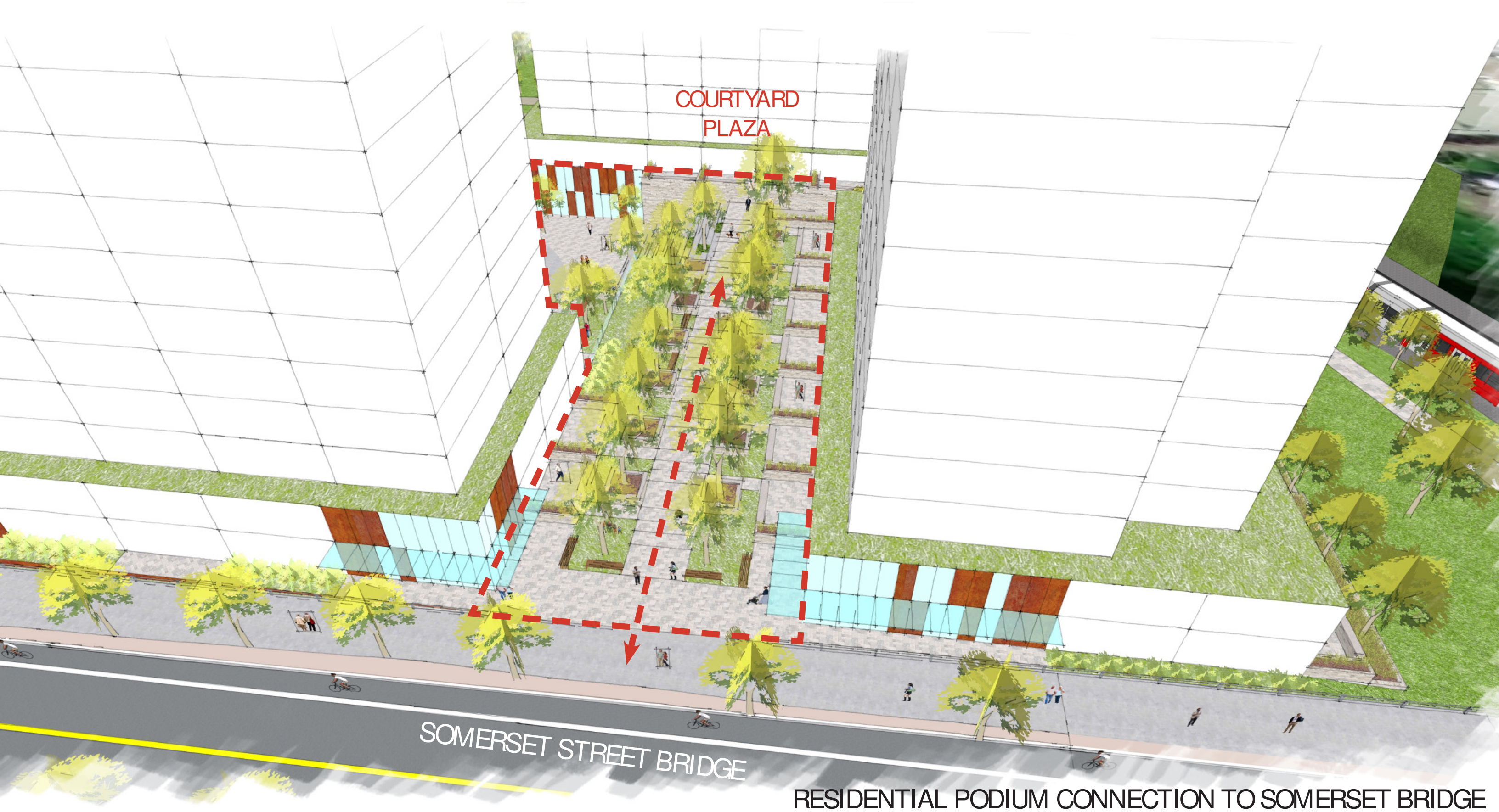
RESIDENTIAL COURTYARD PLAZA



RESIDENTIAL COURTYARD PLAZA

SOMERSET BRIDGE

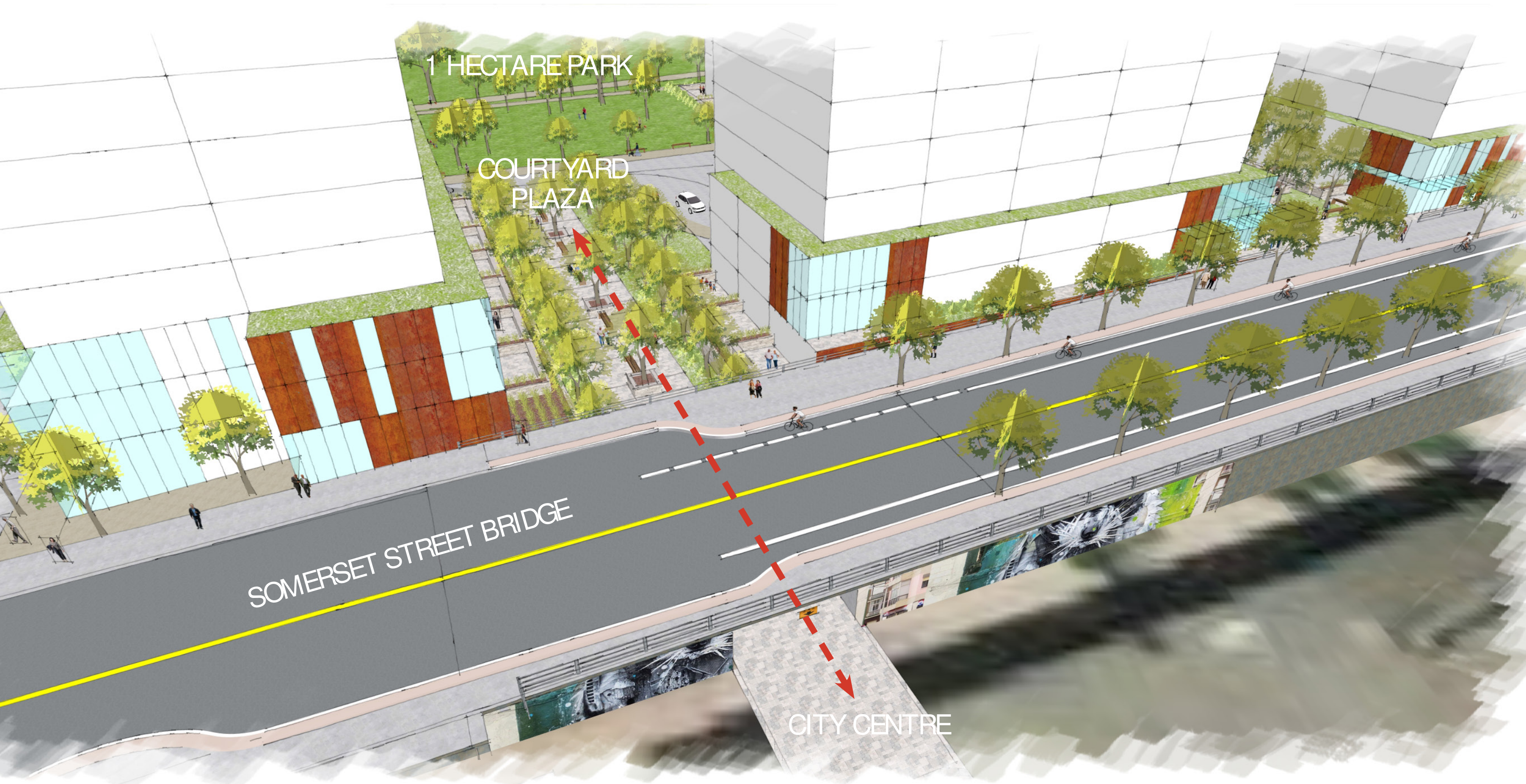
32



SOMERSET BRIDGE

33

CITY CENTRE UNDERPASS PEDESTRIAN CONECTION



An aerial architectural rendering of a city street, likely Preston Street, showing a mix of building heights, street layout, and greenery. The image is overlaid with a semi-transparent red filter. The text "PRESTON STREET" is prominently displayed in the center in a white, bold, sans-serif font.

PRESTON STREET

PRESTON STREET

35

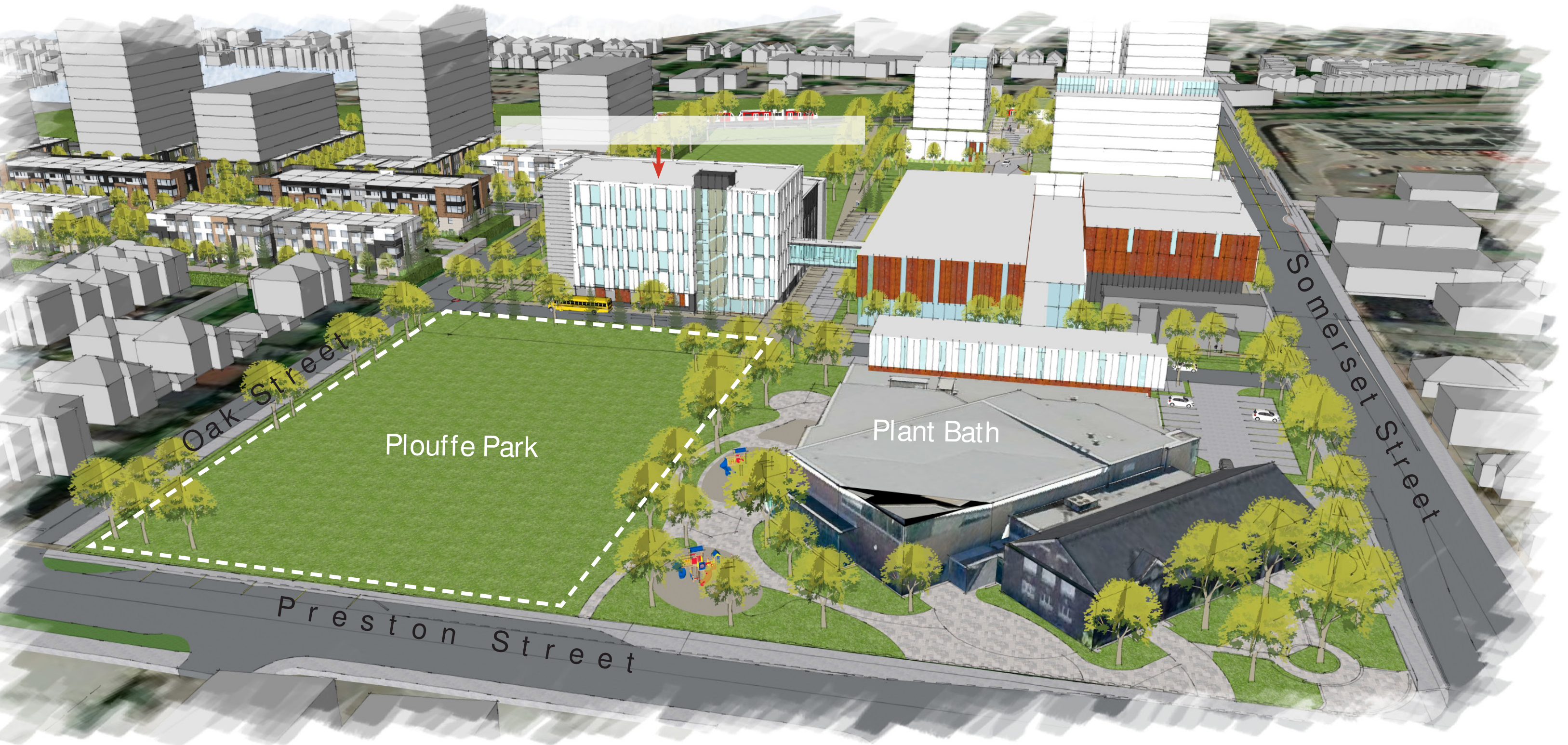
Preserving Pouffe Park with the addition of a New School fronting on Oak Street.



PRESTON STREET

PLANT BATH & PLOUFFE PARK

36



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

An aerial architectural rendering of a city street, likely Oak Street, showing a mix of building heights, street layout, and landscaping. The image is overlaid with a semi-transparent red filter. The text "OAK STREET" is prominently displayed in the center in a white, sans-serif font. The rendering shows a grid-like street pattern with various building footprints, some with detailed facades, and small tree models planted along the sidewalks. The perspective is from a high angle, looking down the street.

OAK STREET

OAK STREET

38



ABOVE OAK STREET

An aerial architectural rendering of a city, overlaid with a semi-transparent red filter. The image shows a dense urban environment with various building heights, including several tall skyscrapers in the background. A prominent feature is a large, rectangular green space in the center, surrounded by buildings and streets. The text "GREEN SPACE" is written in large, white, sans-serif capital letters across the middle of the image, centered over the green area.

GREEN SPACE

GREEN SPACE

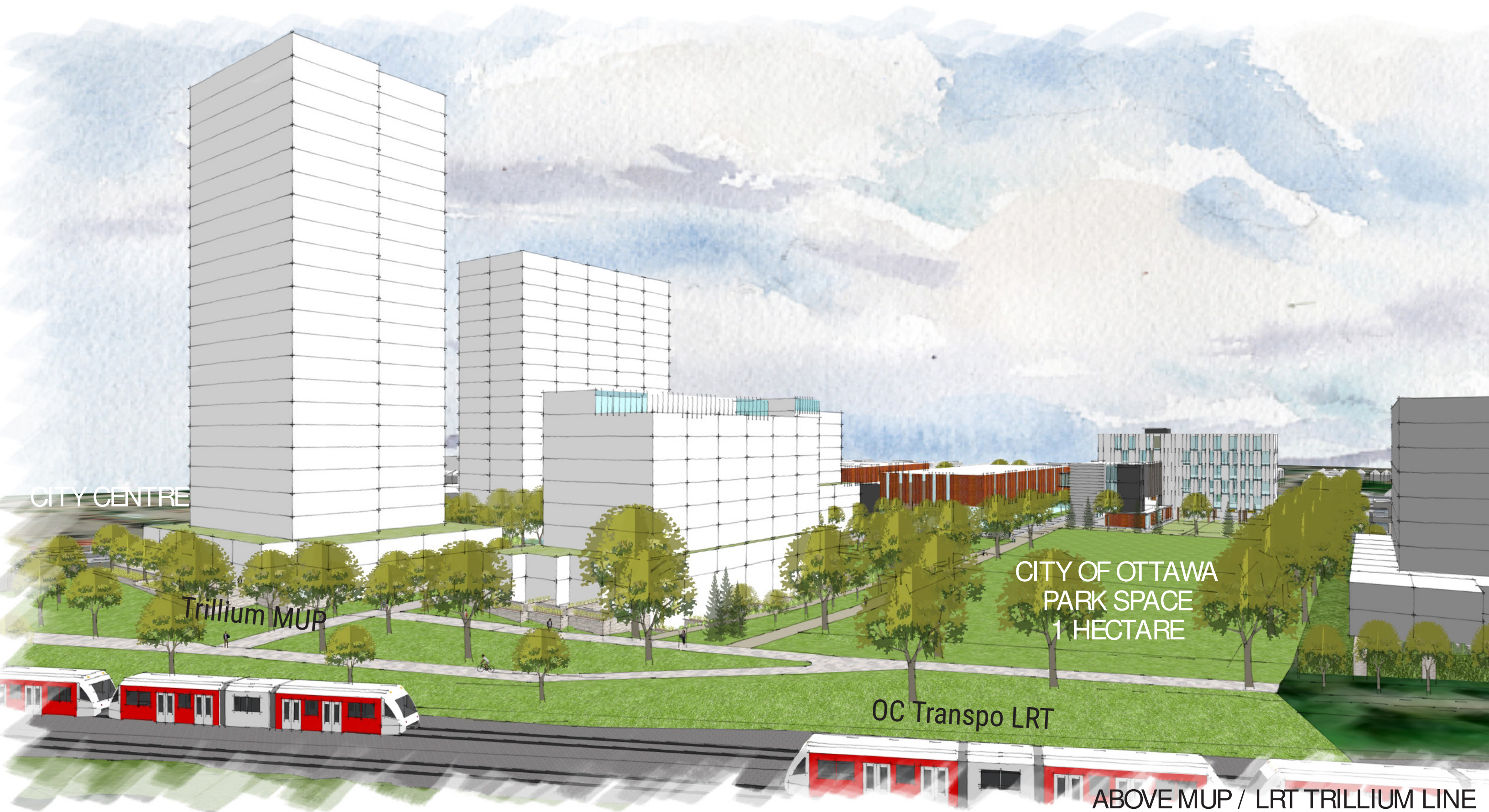


CONNECTION TO MUP



CONNECTION TO LRT

42





GLADSTONE VILLAGE

44



VIEW FROM OAK ST + WOONERF

An aerial architectural rendering of a city grid, overlaid with a semi-transparent red color. The image shows a dense urban layout with various building footprints, streets, and green spaces. The text "SCHOOL SITE" is prominently displayed in the center in a large, white, sans-serif font. In the top right corner, the number "45" is visible in a smaller, white font.

SCHOOL SITE

OFFICIAL PLAN POLICIES

46

City of Ottawa Official Plan Policies

Section 4.0 City Wide Policies

Section 4.6 Urban Design

Intent of this Section:

1. Promote design excellence in design priority areas
2. Protect views and enhance Scenic Routes including those associated with national symbols
3. ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle
4. encourage innovative design practices and technologies in site planning and building design
5. ensure effective site planning that supports the objectives of corridors, hubs, neighbourhoods, and the character of our villages and rural landscapes
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.

The proposed development incorporates a high level of design through the use of material and colour and glazing in a unique pattern with the inclusion of wood accents at the base. There are no impacted views as a result of this development. Further, the location of the school will be situated between two park areas within overall community hub concept that will improve landscaping, connectivity, and community services all that support a healthy lifestyle. The proposed development will be integrated in and take part of district energy system. The design of the site has been part of an overall hub concept design exercise with the intent to develop an efficient and integrated development. The heights vary from high-rise to low-rise and transition effectively to the low rise to the south.

Section 4.6.1 - Promote Design Excellence in Design Priority Areas

Policy 5: Developments to consider four-season comfort, enjoyment, pedestrian amenity, beauty and interest through the following elements:

- 1) The provision of colour in building materials, coordinated street furniture, fixtures, surface treatments, greening, public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote

sidewalk on Oak Street. The only above grade utility between the front of the building and the street will be a transformer box which is currently intended to be located towards the west, away from the main entrance, where it will share an easement with below grade service infrastructure. All main service activities (deliveries, garbage, etc) are to be directed towards the rear of the building where there is a service road that is proposed to loop around the future RCF building at 1010 Somerset. This ensures that all service activity is between the rear of the school and the rear of the proposed RCF facility.

Section 4.6.6. Ensure sensitive integrated of built form to ensure livability while meeting intensification

Policies 1 through 12 outline the direction to minimize impacts on existing neighbourhoods through appropriate transition in building heights, locate buildings along the street, where large sites are redeveloped they should aim to locate buildings along public streets, establish internal circulation, building arrangement and design that contributes to a comfortable pedestrian scale. Mid-rise buildings should respond to context by framing the street, a base that frames the street, be generally proportionate in height and width of the right-of-way, provide sufficient setbacks, landscaping, and stepbacks.

The proposed development is a low-rise building that has been positioned in response to the identified boundaries set out for it in the council-approved concept for 1010 Somerset Community Hub. The position of the school ensures it has a front relationship to the residential community to the south, and bordered on both sides by parkland, the intent of the school is to utilize the public parkland for amenity and recreation for the older grades. The proposed school will feature a third-level pedestrian link that will connect it to the future Recreation and Cultural Facility (RCF). The surrounding approved heights to the north will be a mix of 3 storeys (RCF Building) to high-rise residential (north-west corner). The school will allow an appropriate transition from the larger built forms to the north and transitioning to the low-rise residential to the south. The proposed design of the school, featuring vertical interest through window placement, light building

materials with wood accents, darker materials on the north section of the “L”

URBAN DESIGN GUIDELINES

48

Urban Design Guidelines

[1] Bird Safe Design Guidelines

Guideline 1: Consider environmental context: The proposed school will be located between two segments of parkland and are bordered to the north by taller development and to the south by low-rise development. Due to the location situated between parkland, the school design incorporates reduced glazing expanses through a more vertical asymmetric design of window placement that will discourage and mitigate bird-related issues.

Guideline 2: Minimize transparency and reflectivity of glazing: Provided it is feasible, the project will consider incorporating glazing with transparency and reflectivity values that help mitigate or reduce bird strikes.

Guideline 3: Avoid or mitigate design traps: The proposed design represents a simple built form of mostly flat expanses with articulated delineated by materiality and colour as opposed to form distinction. This simplified built form is both environmentally efficiency but it serves to avoid design traps that may be problematic for birds.

Guideline 4: Consider other structural features: Any and all equipment on the roof of the building will be reviewed to consider potential impacts on bird activity and aim to mitigate or reduce complications in appropriate ways.

Guideline 5: Create safe bird-friendly landscaping: The proposed landscaping on the site is intended to reflect the safety and needs of the playground for young children. There is unlikely to be any landscaping choices that are notably problematic for birds. There are no proposed green walls, or water features.

Guideline 6: Design exterior lighting to minimize light trespass at night: Proposed lighting will be detailed to reflect current guidelines for public elementary schools which may require different lighting standards than typical developments. Any modifications that can be incorporated (e.g. dimmers, motion dexterous, task lighting, blinds) will be utilized.

City of Ottawa Precon Design Feedback Comments

1. An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation of the submission.

a. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.

Response: The Urban Design Brief has been structured per the format generally submitted for UDRP and it includes all of the items in the Terms of Reference.

b. Please note that the Urban Design Brief will also serve as the submission to the Urban Design Review Panel.

Response: The proposed school site (SPC Submission) was incorporated with the UDRP presentation prepared for the OPA and ZBA applications for the 1010 Somerset Community Hub amendments. This UDRP meeting took place on April 4th 2025.

2. Additional drawings and studies are required as shown on the SPIL. Please follow the terms of reference (Planning application submission information and materials | City of Ottawa) to prepare these drawings and studies. These include (ie. The UDRP drawings):

- a. Concept Master Plan
- b. Site Plan
- c. Landscape Plan
- d. Elevations
- e. Conceptual Floor Plans

Response: These drawings were provided as part of the UDRP package and are also included in the SPC submission package.

2. The site is located within a Design Priority Area and is subject to review by the Urban Design Review Panel. UDRP review occurs within the Pre-consultation stage. To proceed with a UDRP review, please contact udrp@ottawa.ca.

a. While the school does not meet the threshold for UDRP review, UDRP is recommended to review the school design in the context of the larger concept Master Plan. Further discussion about timing of submission to UDRP (formal vs. informal) can be proposed to ensure that UDRP submission aligns with the review of the concept Master Plan.

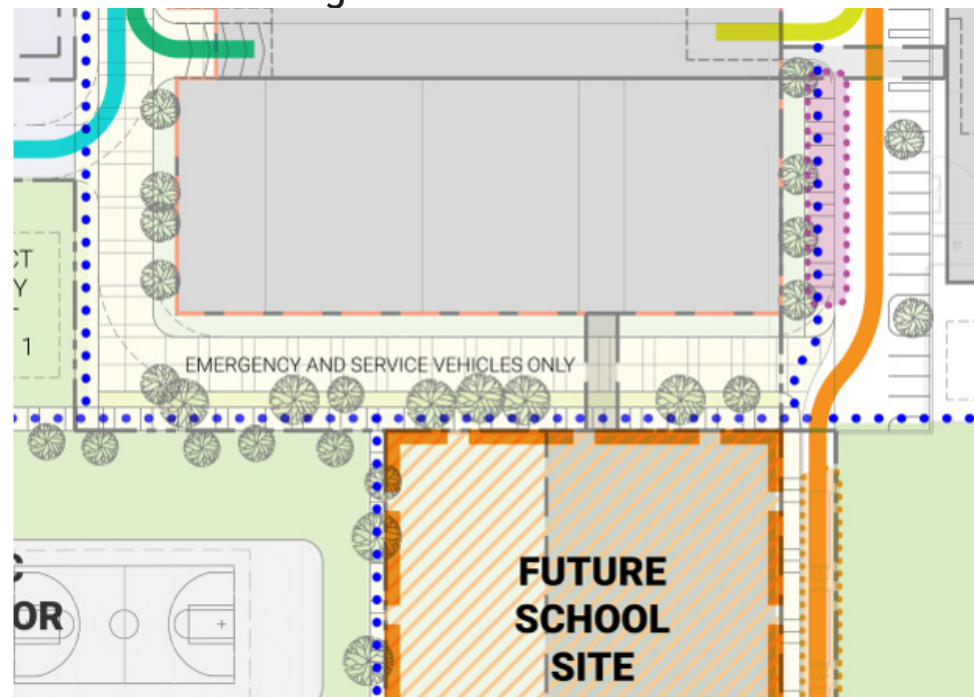
Response: As noted above, the school SPC application was incorporated with the overall concept UDRP for 1010 Somerset Community Hub amendments.

2. Once agreed upon, the submission of a UDRP report is a requirement for deeming an application complete (TBD). Please follow the instructions provided in the Terms of Reference available here: [Urban Design Review Panel Report \(ottawa.ca\)](#)

Comments on Preliminary Design:

i. Staff have concerns with the interface with the service/loading area to the north, tree planting and soft landscaping should be provided to break up hard surface and define the pedestrian realm. Trees on either side of the sidewalk would be preferred if feasible. Setbacks on the school site may need to increase to accommodate this.

Response: The school site was intended to be reduced in order to fit the school footprint and playground. The sidewalk to the north of school along with the proposed looped road around the future RCF building will be designed by the City in conjunction with parks and is not part of the school development plan. The concept plan shows a strip of green between the public sidewalk and the road south of the future RCF building. See below



ii. Interface with Plouffe park and the bus lane is important, more detail is required to better understand this relationship.

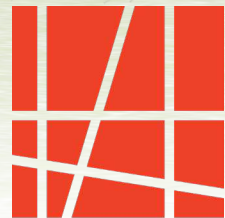
Response: The interface with Plouffe park and the bus lane has been very distinctly reviewed and approached. The current plan is to provide a sidewalk along the east side of the school which will run north-south and will connect at the south entrance of the school to inset pavers that delineate the connecting pathway to Plouffe Park. Part of the improvements will be to expand the existing retaining wall seating areas on the west side of Plouffe Park.

iii. Treatment and layout of the public realm including sidewalks, landscaping and bus lane should be designed with the larger concept Master Plan in mind.

Response: The proposed sidewalks identified on the plan (north of the school, east of the school, and south of the school) are all intended to connect into a larger series of pedestrian routes in the community hub to be delineated and designed as part of the park planning process by the City. The project team has continued to coordinate with City staff in order to ensure that treatment and layout of the public realm and connecting pieces of the plan will be considered under the overall approved concept.

b. Where will bike parking be? Is enough room being considered for the volume of bike storage?

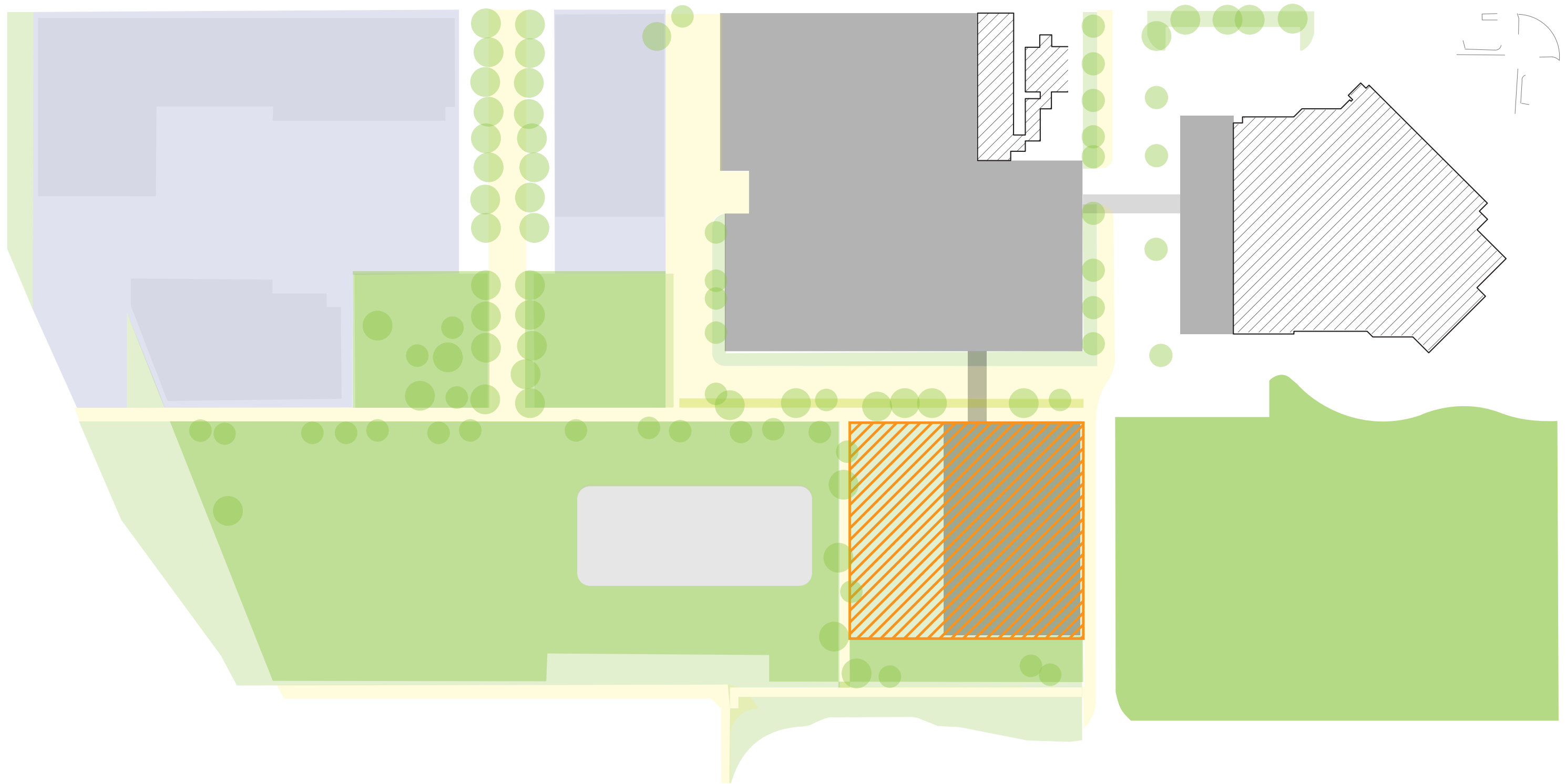
Response: Bike parking will be accommodated and meet zoning requirements. The exact location of the proposed bike parking is still being determined. This will be refined and detailed through the process as continued discussions

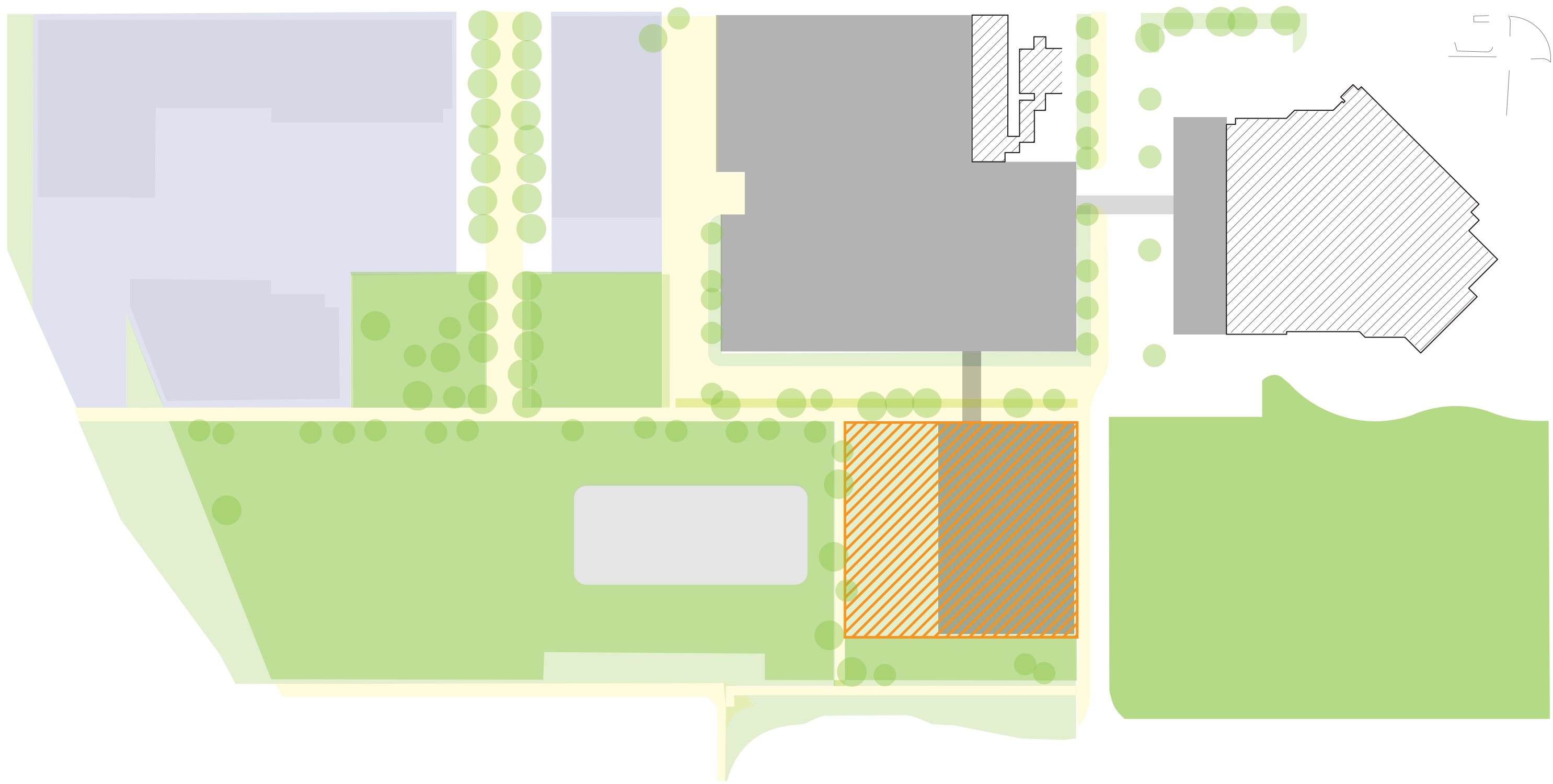


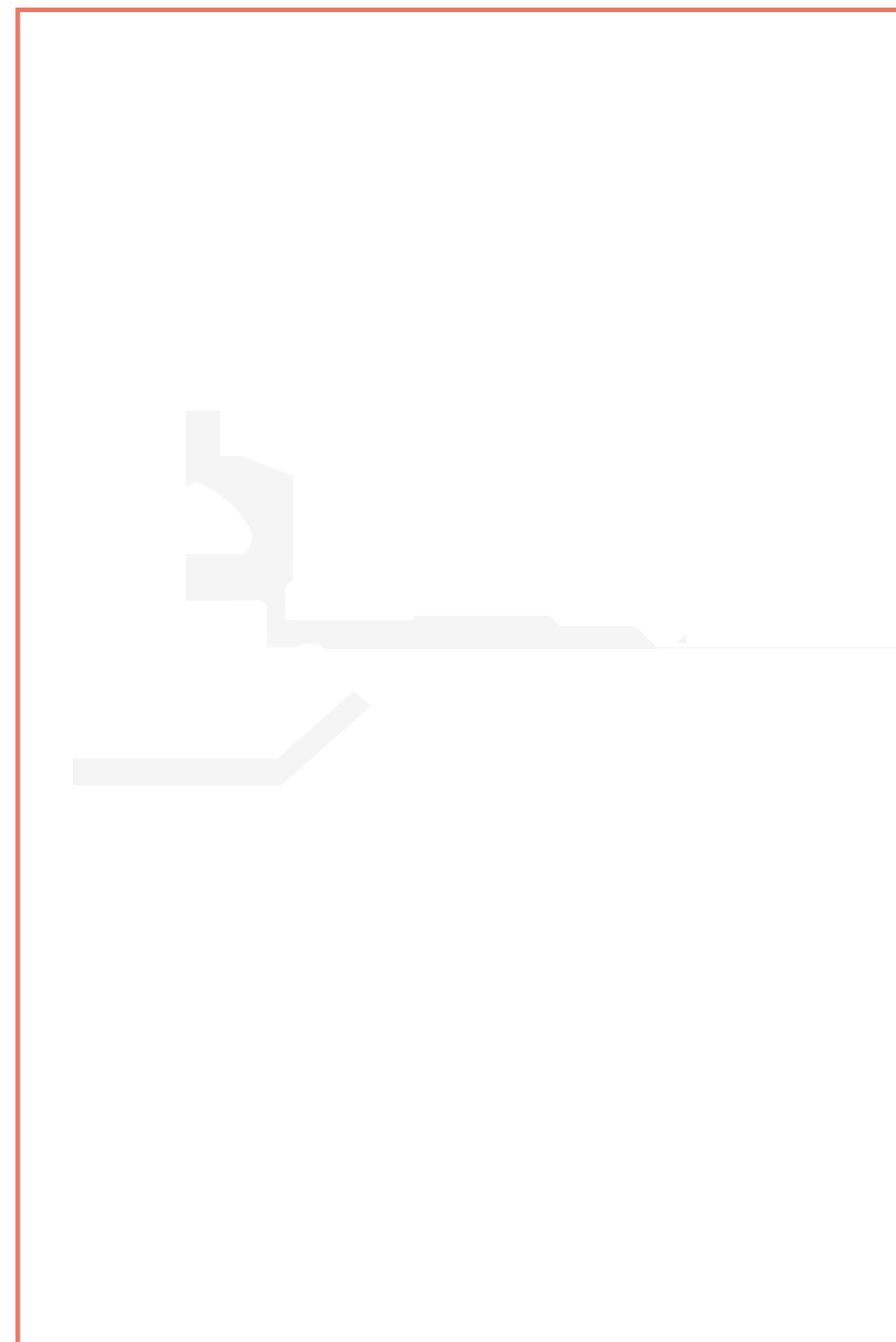
HOBIN
ARCHITECTURE

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











EXISTING
BUILDING
TO BE
DEMOLISHED

EXISTING
PARKING
LOT

EXISTING
LAWN

EXISTING
PARKING
LOT

3.216 Meters

True P

the precisionist



CONCEPT ELEVATIONS

The background image is a concept elevation of a modern building. The building features a facade composed of a grid of rectangular panels, some of which are recessed, creating a textured, three-dimensional effect. A prominent external staircase is visible on the right side of the building. The text "44 Louise Arbour" is inscribed on the upper part of the building's facade. The entire image is overlaid with a semi-transparent red filter. The title "CONCEPT ELEVATIONS" is written in large, white, sans-serif capital letters across the center of the image.

Concept Elevations - 6 Floors





Elevation | East - Plouffe Park



Elevation | South - Oak Street



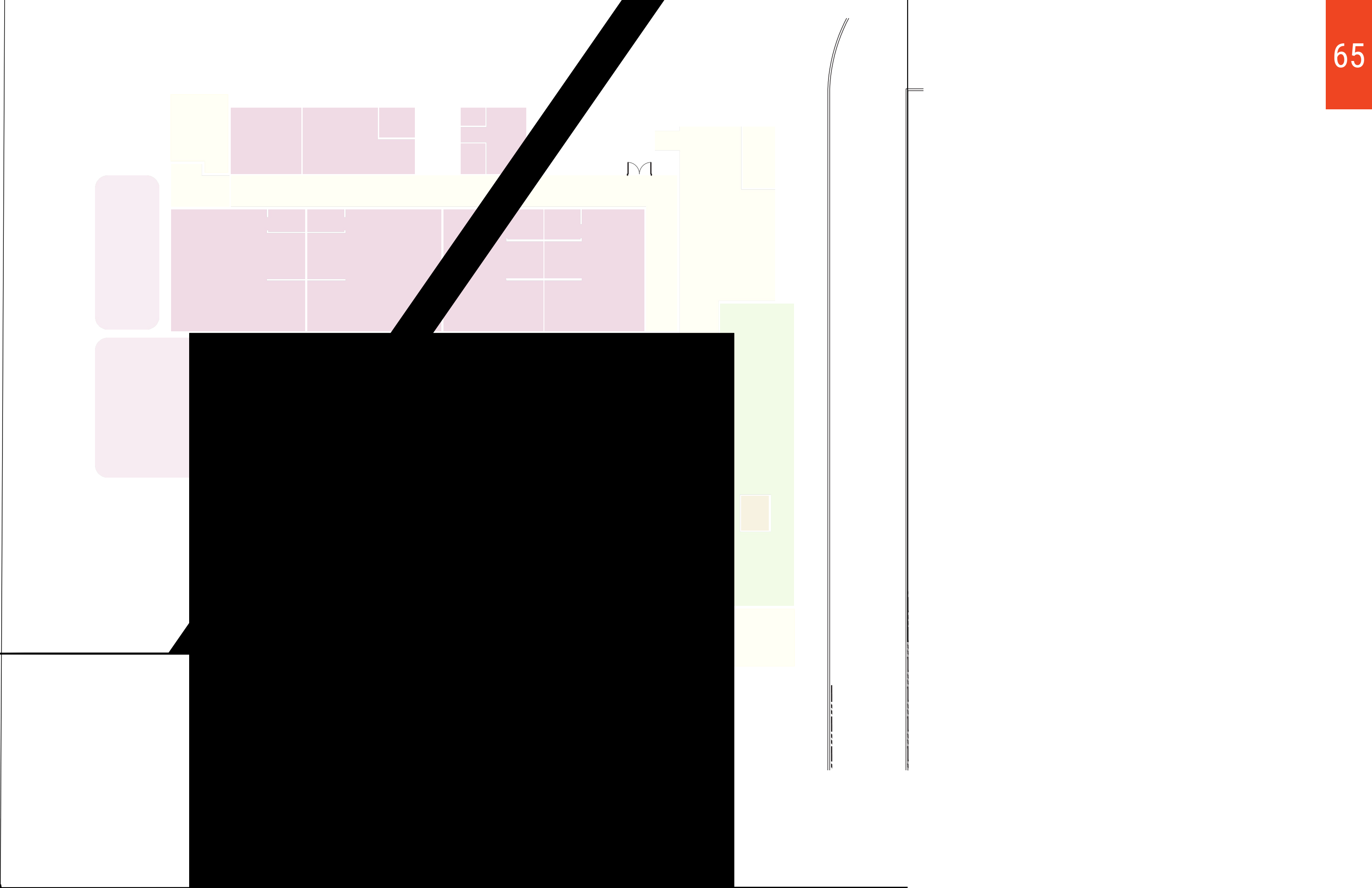
Elevation | South - Courtyard



Interior Concept - Multi-Purpose Room

A detailed architectural rendering of a modern building, likely a residential or institutional structure. The building features a prominent grid-like facade composed of numerous rectangular panels, some of which are recessed, creating a complex, three-dimensional effect. A central vertical element, possibly a staircase or a core, is visible through the grid. The building is situated in an urban environment, with a street and other structures visible in the background. The entire image is overlaid with a semi-transparent red filter. The text "FLOOR PLANS" is centered in a large, white, sans-serif font.

FLOOR PLANS



LANDSCAPE CONCEPT

Images d'inspiration

FUTURE
1 HECTARE
PARK

INFANT
SPACES

PRESCHOOL SPACES

TODDLER SPACES

SCHOOL YARD

DAYCARE
ENTRANCE

SCHOOL
ENTRANCE
A

SCHOOL
ENTRANCE
B

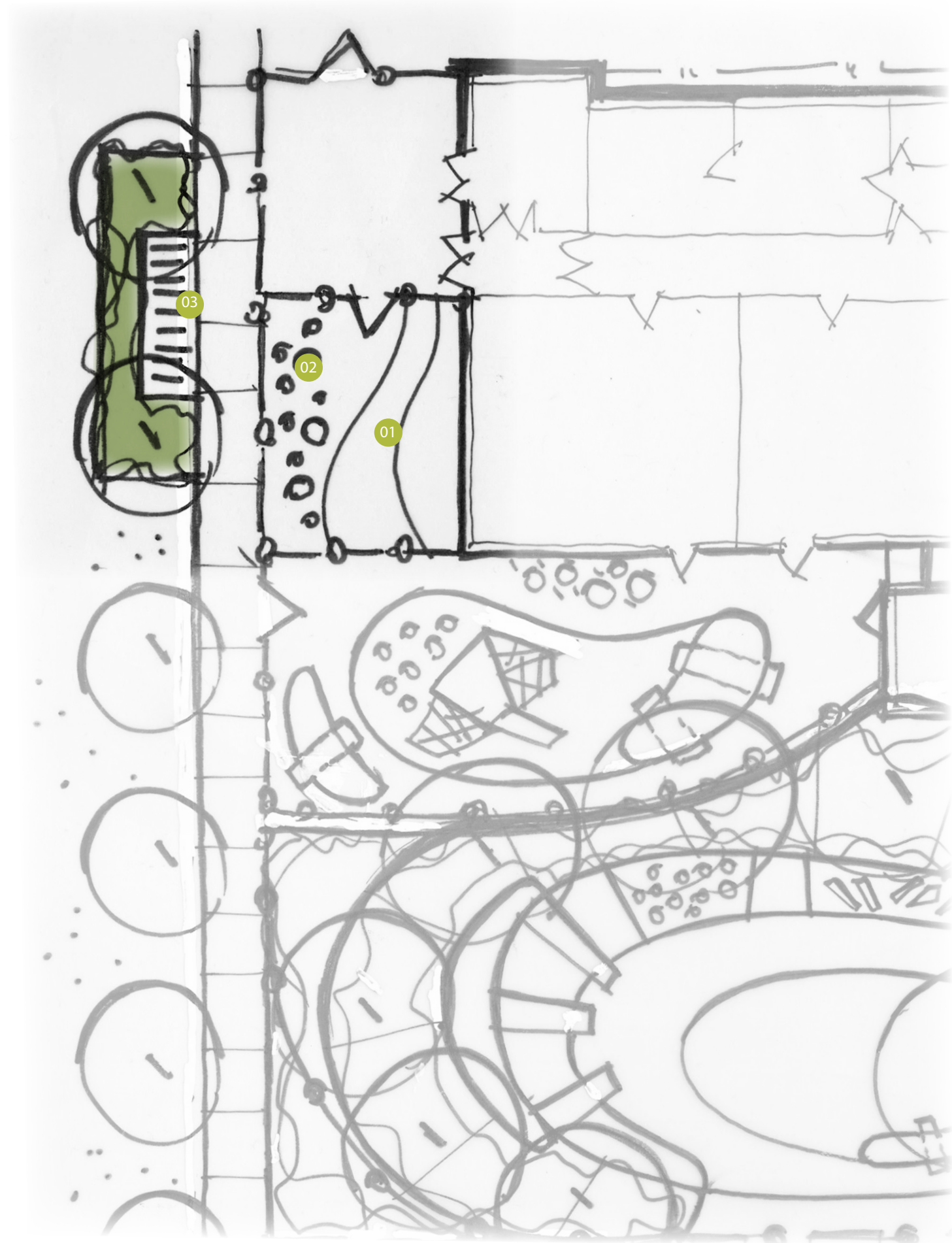
FRONT-YARD
THRESHOLD

REAR YARD
THRESHOLD

SCHOOL BUS DROP - OFF

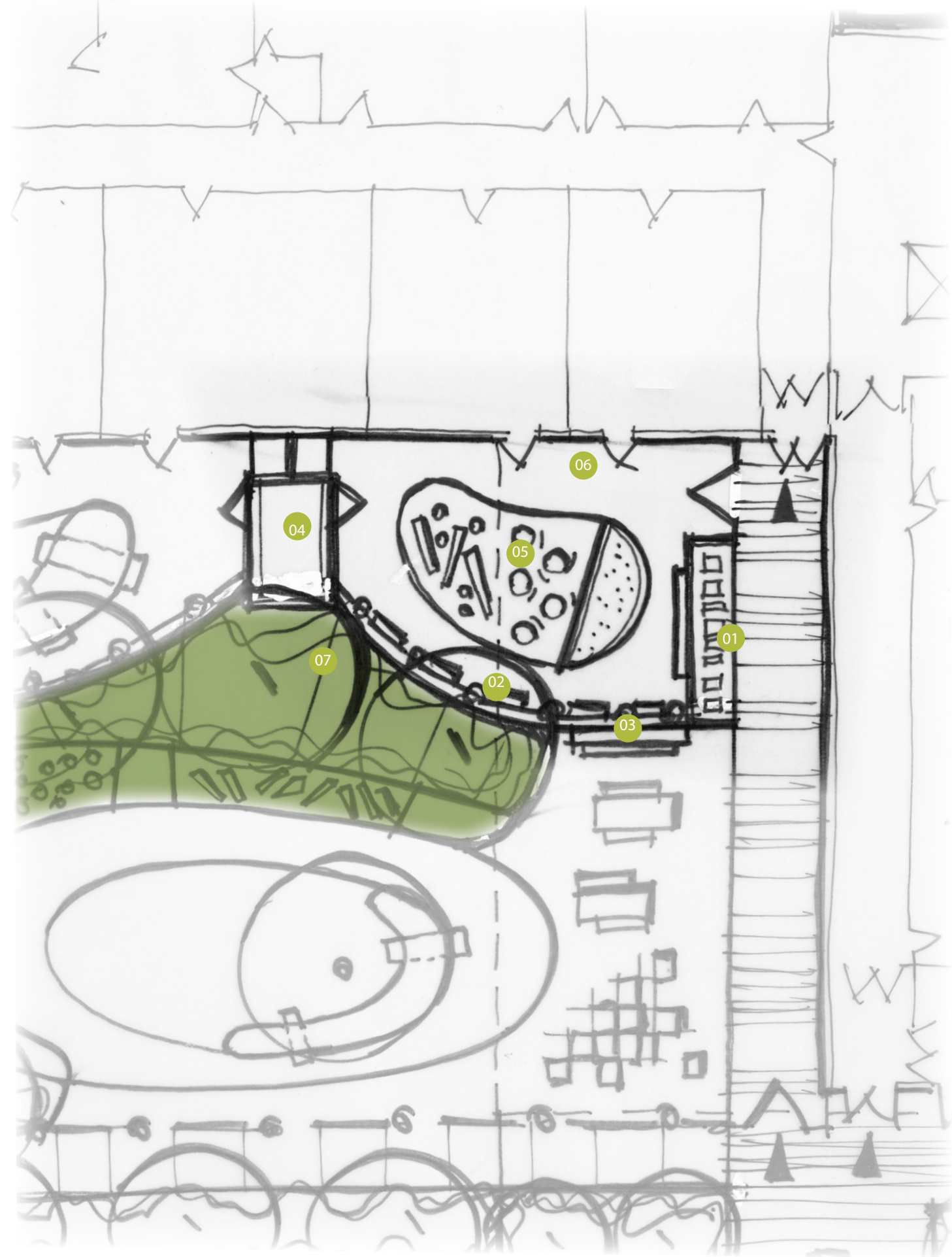
PLOUFFE PARK

OAK STREET



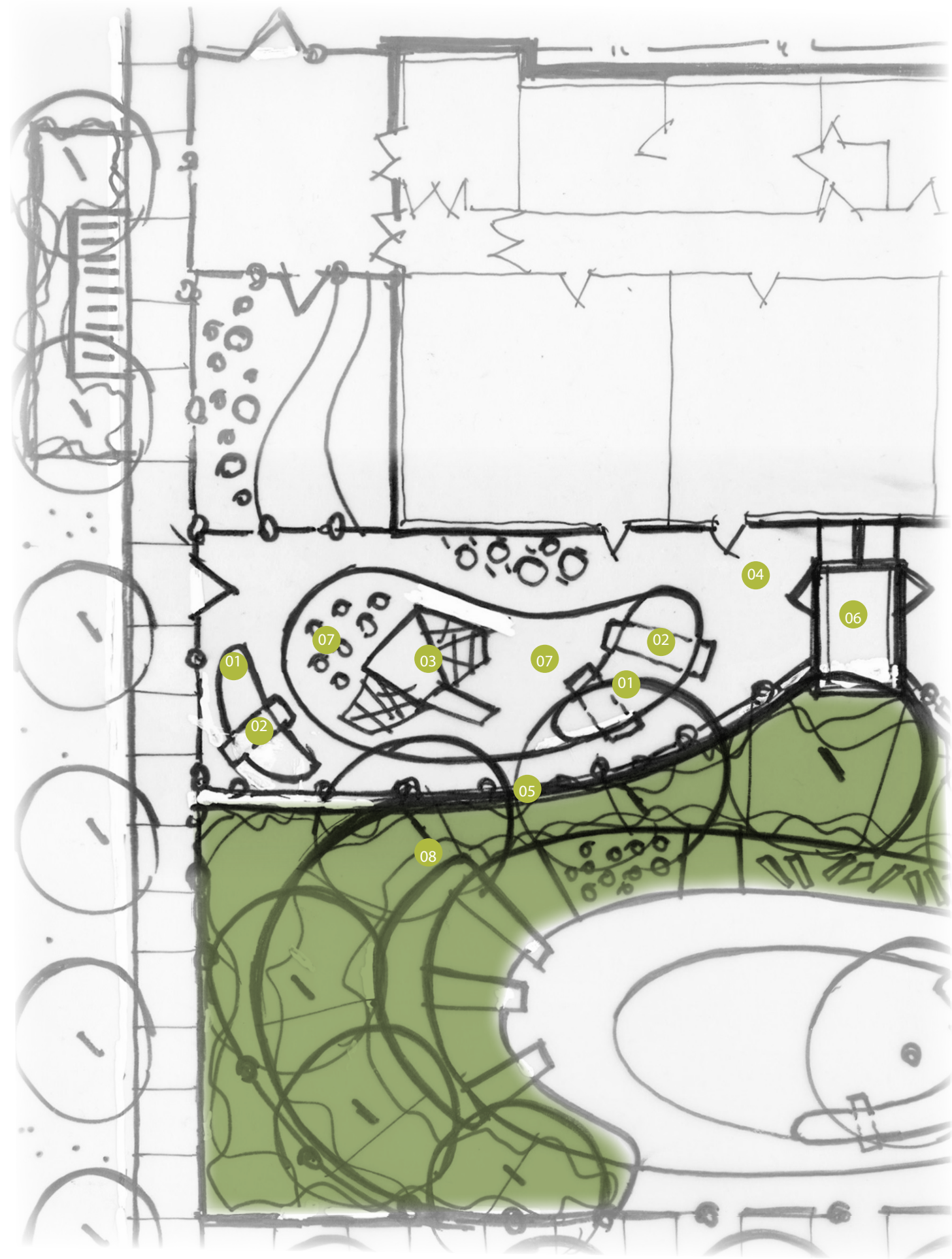
Cour 0-18 mois

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



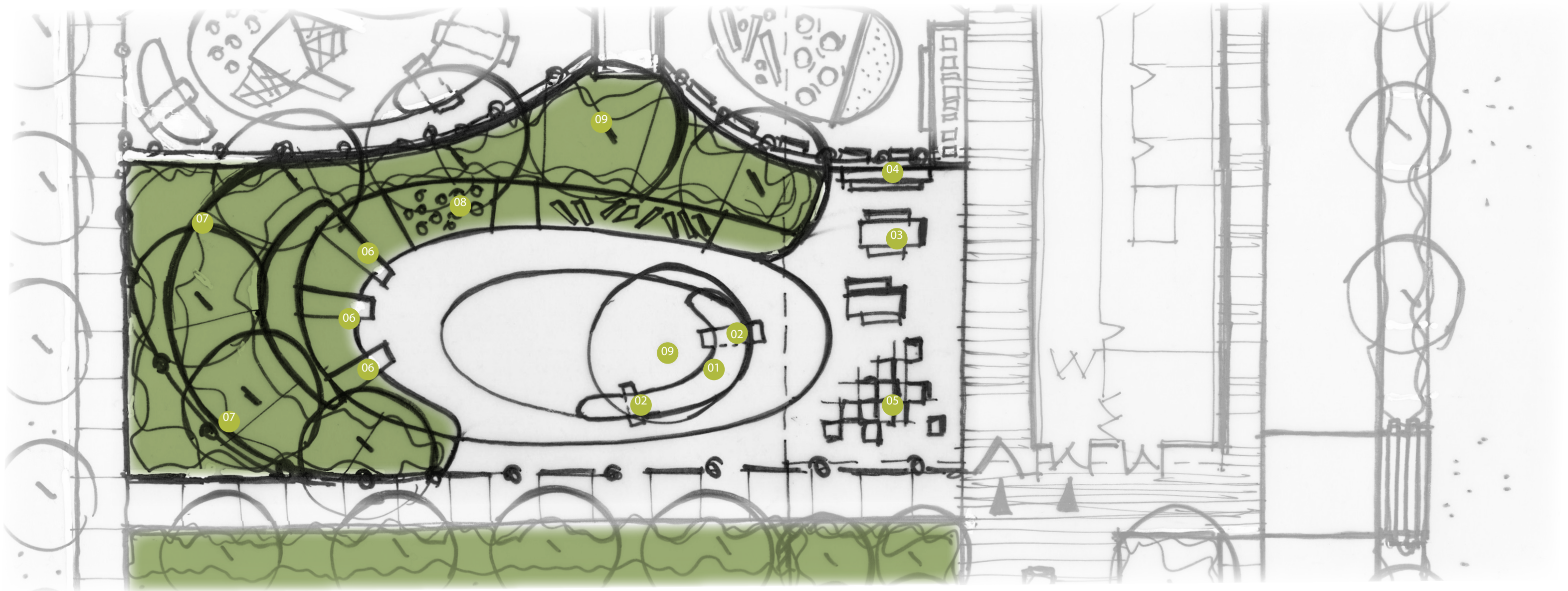
Cour 18-36 mois

- 01 stationnement poussette
- 02 clôture interactive
- 03 tableau
- 04 cabanon de rangement
- 05 bac à jeux
- 06 surface caoutchouc
- 07 butte 'verte'



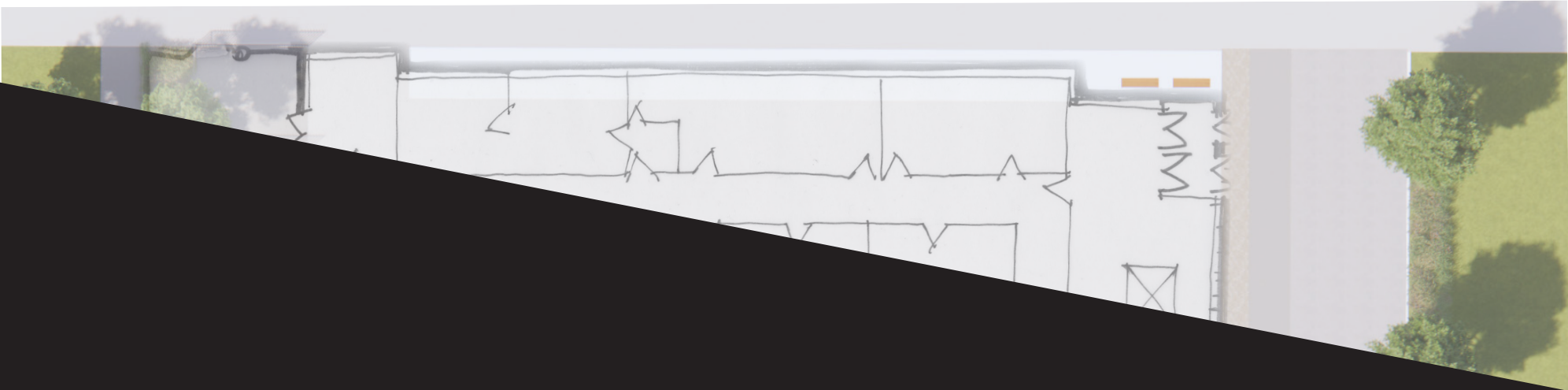
Cour 3-4 ans

- 01 butte
- 02 tunnel
- 03 module de jeux
- 04 surface de caoutchouc
- 05 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





Vue d'ensemble



Vue d'ensemble









Plan d'ensemble - Cour maternelle (5ans)



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

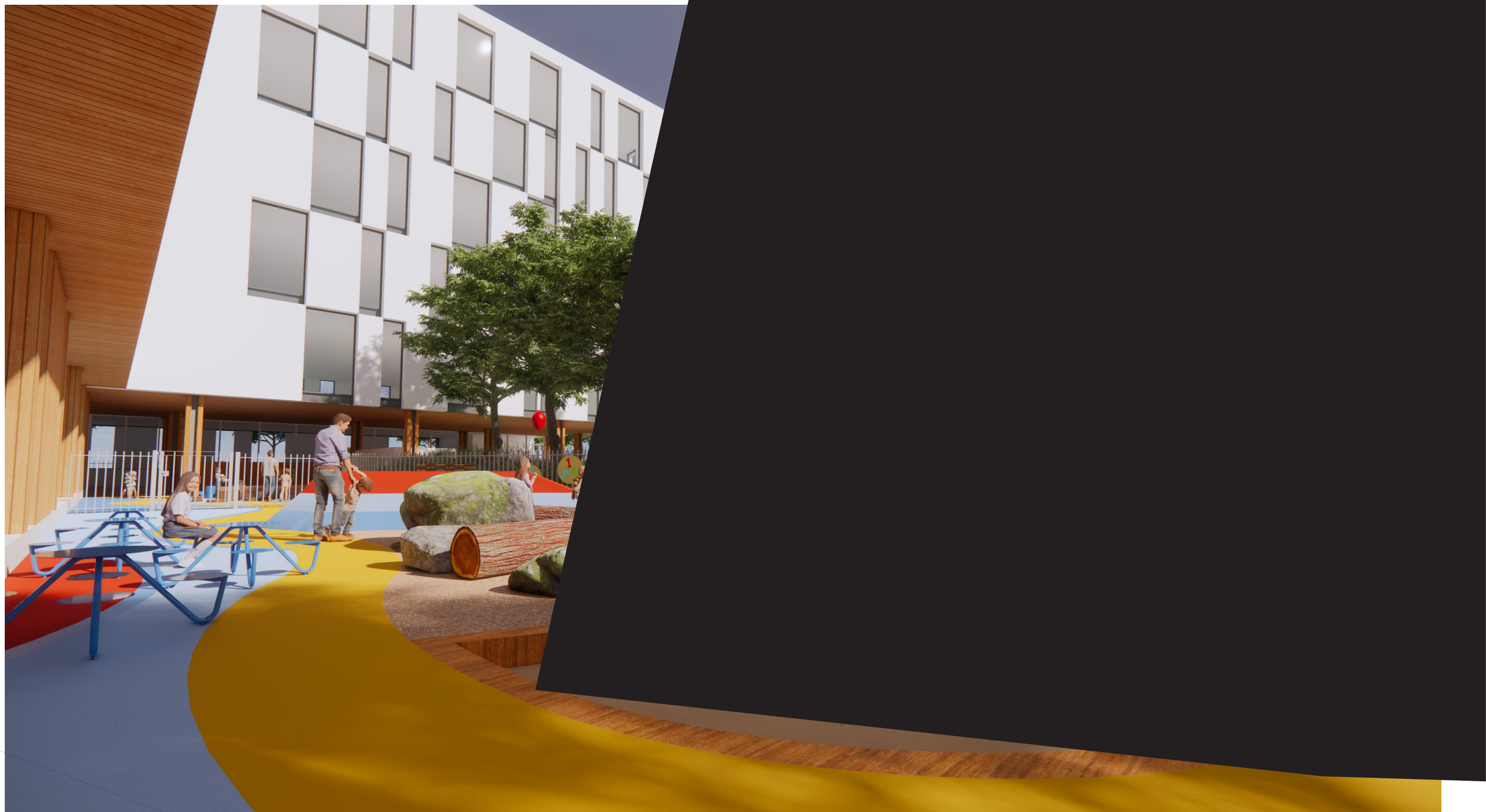


Rendu - Cour maternelle (5ans)













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



THANK YOU



HOBIN
ARCHITECTURE

PROJECT STATS

GFA SUMMARY (sq.ft)

CITY OF OTTAWA
COMMUNITY ARTS HUB
CULTURAL FACTORY
CITY RECREATIONAL SPACE
TOTAL

= 110,000 ft²

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 = 51,678 ft²
DAYCARE 1,200sq.ft (X3) = 7,395 ft²
TOTAL = 59,073 ft²

RESIDENTIAL DEVELOPMENT

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

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

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

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

RESIDENTIAL PARKING = TBD

* Parking rates as per zoning by-law requirements



