

**Subject: Pinecrest and Queensview Stations Secondary Plan**

**File Number: ACS2024-PDB-PS-0089**

**Report to Planning and Housing Committee on 4 December 2024**

**and Council 22 January 2025**

**Submitted on November 25, 2024 by Derrick Moodie, Director, Planning, Services,  
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**Wards: Bay (7) & College (8)**

**Objet: Plan secondaire des stations Pinecrest et Queensview**

**Dossier : ACS2024-PDB-PS-0089**

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

**le 4 décembre 2024**

**et au Conseil le 22 janvier 2025**

**Soumis le 25 novembre 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
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## REPORT RECOMMENDATIONS

That the Planning and Housing Committee recommend that Council :

1. Approve an amendment to Volume 2A of the Official Plan to add the Pinecrest and Queensview Stations Secondary Plan, including Schedule A – Secondary Plan Area and Land Use Designations, Schedule B – Secondary Plan Sectors, Schedule C – Maximum Building Heights, Connectivity and Parks, and Schedule D – Properties Subject to Site-Specific Policies, as well as six annexes, as detailed in Documents 1, 2, and 3.
2. Approve amendments to Volume 1 of the Official Plan to remove the Minor Corridor designation from the entirety of Queensview Drive and from Dumaurier Avenue, between Pinecrest Road and Alenmede Crescent.
3. Approve an amendment to Schedule C16 in Volume 1 of the Official Plan to change the road classification for Queensview Drive from a local to a collector road.
4. Approve amendments to Zoning By-law 2008-250 to:
  - a. Re-zone properties in the Hub designation, as identified in Document 5, from a variety of GM, IL and I1A zones to MCxx, MCxx[xxx2], MCxx[xxx3], MCxx[xxx4], or MCxx[xxx5], with SYYY3 and SYYY4, as detailed in Document 4.
  - b. Amend Zoning Schedule 402 to increase the minimum interior and rear yard setback requirements for the tower portion of high-rise buildings and increase minimum lot sizes for high-rise buildings, as detailed in Document 6.
  - c. Amend Zoning Schedule 1A to eliminate minimum parking requirements in the Pinecrest-Queensview Hub, as detailed in Document 7.
  - d. Amend Part 17 to add Documents 8 and 9 as zoning schedules YYY3 and YYY4, respectively.
5. Approve the Consultation Details section of this report to be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled “Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council meeting of January 22, 2025 subject to submissions received

between the publication of this report and the time of Council's decision, as detailed in Document 10.

## **RECOMMANDATIONS DU RAPPORT**

Que le Comité de la planification et du logement recommande au Conseil municipal ce qui suit:

1. Approuver une modification du Volume 2A du Plan officiel afin d'ajouter le Plan secondaire des stations Pinecrest et Queensview, y compris l'annexe A (zone du Plan secondaire et désignations de l'aménagement du territoire), l'annexe B (secteurs du Plan secondaire), l'annexe C (hauteurs maximales des bâtiments, connectivité et parcs) et l'annexe D (biens-fonds soumis à des politiques propres aux sites), ainsi que six annexes, comme indiqué dans les documents 1, 2 et 3.
2. Approuver une modification du Volume 1 du Plan officiel afin de retirer la désignation de couloir mineur sur l'ensemble de la promenade Queensview et de l'avenue Dumaurier entre le chemin Pinecrest et le croissant Alenmede.
3. Approuver une modification de l'annexe C16 au Volume 1 du Plan officiel pour changer la classification de la promenade Queensview de route locale à route collectrice.
4. Approuver une modification du Règlement de zonage 2008-250 afin de :
  - a) Rezoner des biens-fonds dans le secteur portant la désignation de carrefour, comme indiqué dans le document 5, d'une variété de zones GM, IL et I1A à MCxx, MCxx[xxx2], MCxx[xxx3], MCxx[xxx4] ou MCxx[xxx5], avec SYYY3 et SYYY4, comme indiqué dans le document 4.
  - b) Modifier l'annexe de zonage 402 afin d'augmenter les exigences minimales de retrait de cour intérieure et de cour arrière pour la partie de la tour d'un immeuble de grande hauteur et la superficie minimale des lots pour un immeuble de grande hauteur, comme indiqué dans le document 6.
  - c) Modifier l'annexe de zonage 1A pour éliminer les exigences minimales en matière de stationnement pour le carrefour Pinecrest-Queensview, comme indiqué dans le document 7.
  - d) Modifier la partie 17 pour ajouter les documents 8 et 9 respectivement à titre d'annexes YYY3 et YYY4.

- 5. Approuver que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux " exigences d'explication " aux termes de la *Loi sur l'aménagement du territoire* à la réunion du Conseil municipal du 22 janvier 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date de la décision du Conseil, comme indiqué dans le document 10.**

## **EXECUTIVE SUMMARY**

Planning staff recommend approval of the Pinecrest and Queensview Stations Secondary Plan ("Plan"), which introduces new policies to guide private development and public investments to ensure good land use planning on lands in proximity to Pinecrest Station and Queensview Station on Line 3 of the O-Train.

The policies of this Plan make refinements and add further detail to Volume 1 of the Official Plan to respond to opportunities in the Plan area. Most importantly, the Plan sets out development permissions and requirements to guide the transformation of previous light industrial and automobile-oriented commercial properties to a high-density mixed-use Hub that will attract new housing and employment, improve connectivity and add new and expanded parks around two new O-Train stations. Noteworthy policy directions of this Plan are described below.

### **1) Improved Connectivity for all Modes of Transportation**

This Plan proposes several connectivity improvements to facilitate access to Pinecrest and Queensview Stations, parks, and neighbourhood amenities. New and extended streets and pathways are particularly important in the Plan area because of connectivity barriers, such as Highway 417, major arterial roads, and two dead-end streets that terminate in cul-de-sacs near Queensview Station. Proposed connectivity improvements are identified on Schedule C – Maximum Building Heights, Connectivity and Parks.

#### Street Network

The Pinecrest and Queensview Stations Secondary Plan assessed the broader street network and identifies specific opportunities for new or improved connections. Most notably, this Plan identifies the future extension of Baxter Road to Elmira Drive following the redevelopment of 1050 Baxter Road. A future traffic study will determine whether this road extension extends all the way to Elmira Drive or dead-ends approximately in

the south-east corner of 1050 Baxter Road with an active transportation connection to Elmira Drive.

A new public street is anticipated on the south side of Queensview Drive, and other public or private streets may be secured through the redevelopment of large properties in the Baxter-Iris Sector, south of Highway 417.

### Active Transportation Connections

The secondary plan provides the opportunity to identify requirements for future active transportation connections on private property upon development. This is particularly important to increase connectivity, including new short-cuts from the existing network for people walking and cycling to and from the new O-Train stations and/or parks. These active transportation connections are typically multi-use pathways (MUPs) but are intentionally broadly labelled; the type of connection – whether MUPs, sidewalks, or other pathways – will be determined on a case-by-case basis as part of a development application. These connections, regardless of type, should be publicly accessible, which could mean a land dedication to the City or an easement over private property.

Some of the active transportation connections identified in this Plan are straightforward and can be achieved as part of a single development application. Examples include future pathways through 985 Pinecrest Road and 2155 Elmira Drive, which will provide more direct links to Pinecrest Station and Parkway Park, respectively. Other connections involve two properties and may be secured in separate incomplete segments until the entire connection is achieved. Examples include a future pathway connecting Parkway Park to the extension of Baxter Road that will create a more direct link to Queensview Station, as well as a pathway connecting two future parks at 1050 and 1101 Baxter Road.

This Plan also addresses an active transportation barrier and safety concern by proposing an east-west active transportation crossing of Pinecrest Road at Harwood Avenue. This future crossing, conceptually demonstrated in Annex E – Pinecrest-Queensview Transportation Study, will facilitate access and improve safety for people walking or cycling between the Queensway Terrace North neighbourhood and Pinecrest Station and the Fairfield Heights neighbourhood. The crossing is currently unfunded and will require future analysis to confirm design details, and may be combined with other capital projects or included as part of the scope of the eventual reconstruction or resurfacing of Pinecrest Road.

## **2) Maximum Building Heights and Building Height Transitions in the Hub Designation**

Volume 1 of the Official Plan establishes broad permissions in the Hub designation, including maximum building heights up to 40 storeys, subject to appropriate building height transitions. This Plan identifies these building height transitions by assigning maximum building heights in policy and zoning based on a comprehensive planning study, rather than determining maximum building heights on a case-by-case basis. This approach is intended to improve the predictability of development outcomes and help to expedite the review of development applications.

This Plan generally maintains the maximum building heights in Volume 1 of the Official Plan up to 40 storeys on properties closest to and with best pedestrian access to the O-Train stations. Maximum building heights are progressively reduced on properties further away from the O-Train stations and at the edges of the Hub, particularly where they abut a low-rise Neighbourhood designation. In those cases, the scale of the building height transitions is informed by the application of an approximate 45-degree angular plane from the nearest Neighbourhood property line, then adjusted to account for some site-specific factors. Examples include the north side of Queensview Drive and large properties on Baxter Road.

Some large properties just outside the Hub designation that receive increases to building height permissions also follow similar logic, with maximum building heights stepping down towards abutting low-rise properties. Examples include the Ottawa Community Housing communities of Foster Farm at 2891 Dumaui Avenue and 1065 Ramsey Crescent, as well as Pinecrest Terrace at 2453 Iris Street.

### **3) Guidance for the Transformation of Queensview Drive**

The Pinecrest and Queensview Stations Secondary Plan provides a vision, policy direction and guidance for the transformation of Queensview Drive from a light industrial district to a high-density mixed-use Hub. There are five key strategies to support this vision.

The first strategy starts with placemaking and public space. This will be achieved with a large consolidated central park, located primarily on a City-owned property at 2670 Queensview Drive, as well as a portion of the property to the west at 2680 Queensview Drive. This park is identified on Schedule C – Maximum Building Heights, Connectivity and Parks, and in greater detail on Annex B - Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive. The park is part of a larger vision for several properties that includes new public and private streets, a pedestrian plaza, and several development sites for high-rise buildings intended for both market housing and affordable housing.

The second strategy is to provide policy guidance for the reconstruction of Queensview Drive as a complete street. This plan recommends a reclassification of Queensview Drive from a local to a collector road in Schedule C16 of Volume 1 of the Official Plan, and be a candidate for a complete street, with the intention of eventually having sidewalks and cycle tracks on both sides, street trees, transit shelters, and on-street parking on one side of the street. This street transformation is critical not only to ensure safe mobility for all modes of transportation, but also to establish a sense of place – as a comfortable and inviting street that attracts housing, employment and retail.

The third strategy for the transformation of Queensview Drive is to establish a civic anchor and major amenity by planning for a future recreation complex at 2550 Queensview Drive. This City-owned property is currently used by OC Transpo as a diesel bus maintenance facility. As the City transitions to an electric bus fleet, it is anticipated that OC Transpo will declare this site surplus. This Plan calls for the retention of this site for a future city facility and specifically identifies the intended future land use as a recreation complex.

The fourth strategy involves improving connectivity to the surrounding neighbourhoods. The Stage 2 LRT plans provide a good starting point, with the pedestrian bridge from Queensview Station, over Highway 417 to Baxter Road, as well as active transportation connections from Queensview Drive and Connaught Avenue to Queensview Station. This Plan adds another connection by extending the north-south multi-use pathway from Queensview Station that runs along the western edge of City-owned 2550 Queensview Drive. This pathway terminated at the cul-de-sac on Queensview Drive but will now extend north to connect to the Queensway Terrace North neighbourhood on Severn Avenue and will be constructed as part of the Stage 2 LRT west extension. This connection required the City acquisition of 2576 Severn Avenue. Following the completion of the pathway to Severn Avenue over a portion of 2576 Severn Avenue, this property is intended to be severed and disposed as a development site in the coming years.

The fifth strategy to guide the transformation of Queensview Drive involves establishing the maximum building heights and building height transitions in both secondary plan policy and zoning, as described in number 1) above. This provides a comprehensive height strategy and as-of-right permissions so that development proponents can proceed directly to a Site Plan Control application. The policies in this Plan also impose certain sector-specific and site-specific requirements, such as the need to provide at least one non-residential land use at grade in each new building fronting Queensview Drive, as well as active frontage requirements along pathways that lead to Queensview Station. Site-specific policies are especially important to eventually improve access to Queensview Station upon development of nearby properties. For example, this Plan

ensures that upon redevelopment of the Leon's property at 2600 Queensview Drive, a publicly accessible north-south connection will be provided in the central part of the site that leads directly from Queensview Drive to the western access to Queensview Station.

#### **4) Maximum Building Heights in the Corridor Designation**

The Corridor designation applies to Pinecrest Road, Iris Street, and a portion of Greenbank Road in the Plan Area. The Corridor policies reinforce the intended role of Corridors in Volume 1 of the Official Plan, which is to guide a gradual evolution towards more urban, mixed-use streets that support intensification and 15-minute neighbourhood principles.

This Plan generally upholds the maximum building heights for Minor Corridors in the Inner Urban transect in Volume 1 of the Official Plan and also maintains consistency with proposed performance standards in the new Zoning By-law. For instance, shallow properties with a lot depth of less than 30 metres have a maximum building height of four storeys, whereas properties with a lot depth greater than 30 metres have the opportunity for buildings up to six storeys. However, this Plan introduces policies to the Corridor designation called Conditional Height – four to six storeys, which generally applies to properties with a lot depth between 30 metres and 35 metres. These policies provide as-of-right height permissions up to four storeys and sets out specific criteria that could allow for building heights of up to six storeys, such as requirements related to minimum lot area and width, setbacks, and transitions in building massing that must be met in order to increase maximum building heights from four to six storeys on Pinecrest Road and Iris Street.

#### **5) Development Permissions and Guidance for the Future Redevelopment of Ottawa Community Housing Properties at Foster Farm and Pinecrest Terrace**

Although there are currently no plans for the redevelopment of the Ottawa Community Housing (OCH) properties in the Plan area, this secondary plan provides guidance for the potential redevelopment of Foster Farm (2891 Dumaurier Avenue and 1065 Ramsey Crescent) and Pinecrest Terrace (2453 Iris Street). These are large properties strategically situated in close proximity to Pinecrest Station and Iris Station, respectively, that could accommodate significant intensification. This Plan introduces policies, as well as Annex A – Demonstration Plan for Foster Farm, that allows for additional building heights and density and guides future redevelopment in a manner that ensures improved connectivity and building height transitions that are sensitive to surrounding low-rise properties.



## **6) Infrastructure and Servicing Capacity**

While this Plan provides direction for long-term growth around Pinecrest and Queensview Stations, it also acknowledges that there is limited sewer capacity in the Plan area. Any available sewer capacity for new developments is considered on a first-come, first-served basis. Sewer capacity will be evaluated for each development application and if capacity is deemed inadequate for the proposed development, the City may put a development application on hold by imposing development conditions requiring adequate servicing or by adding a holding symbol to applicable zoning until there is sufficient capacity. A development proponent may be required to pay for any servicing studies and local servicing upgrades in order for development to proceed.

### **RESUME**

Le personnel des Services de la planification recommande l'approbation du Plan secondaire des stations Pinecrest et Queensview (le Plan) qui introduit une nouvelle politique visant à guider les aménagements privés et les investissements publics de façon à assurer une bonne planification de l'aménagement du territoire à proximité des stations Pinecrest et Queensview de la ligne 3 de l'O-Train.

Les politiques incluses dans le Plan peaufinent et détaillent les politiques incluses dans Volume 1 du Plan officiel afin de tenir compte de défis et de possibilités spécifiques à la zone visée par le Plan. Plus important encore, le Plan définit les permis et les exigences en matière d'aménagement afin de guider la transformation de propriétés commerciales anciennement dédiées à l'industrie légère et à l'automobile en un carrefour polyvalent de haute densité qui attirera de nouveaux logements et emplois, améliorera la connectivité et permettra de créer et d'agrandir des parcs autour des deux nouvelles stations de l'O-Train. Les principales orientations du Plan sont décrites ci-après.

### **1. Connectivité accrue pour tous les modes de transport**

Le Plan propose plusieurs améliorations de la connectivité pour faciliter l'accès à la station Pinecrest, à la station Queensview, aux parcs et aux commodités de quartier. La création et le prolongement de rues et de sentiers sont particulièrement importants dans la zone visée par le Plan en raison des obstacles à la connectivité comme l'autoroute 417, de grandes artères et deux rues sans issue qui se terminent en impasse près de la station Queensview et qui n'ont pas de liaison avec les quartiers adjacents. Les améliorations proposées en matière de connectivité sont indiquées à l'annexe C (hauteurs maximales des bâtiments, connectivité et parcs).

## Réseau routier

Le Plan secondaire des stations Pinecrest et Queensview comprend une évaluation du plus large réseau routier et fait état de possibilités de création et d'amélioration de liaisons. Plus particulièrement, le Plan traite du prolongement à venir du chemin Baxter jusqu'à la promenade Elmira après le réaménagement du 1050, chemin Baxter. Une étude de trafic future déterminera si ce prolongement de route s'étend jusqu'à Elmira Drive ou terminera approximativement à l'angle sud-est du 1050 Baxter Road incluant une liaison de transport actif à Elmira Drive.

Une nouvelle rue publique est prévue du côté sud de la promenade Queensview, et d'autres rues publiques ou privées pourraient être obtenues grâce au réaménagement de grandes propriétés dans le secteur Baxter-Iris (sud de l'autoroute 417).

## Liaisons pour le transport actif

Un plan secondaire donne l'occasion de relever les besoins de liaisons facilitant le transport actif sur des propriétés privées lors de l'aménagement. Dans la zone visée par le Plan, il est particulièrement important de le faire pour fournir des raccourcis aux personnes qui se déplacent à pied ou à vélo vers et depuis les nouvelles stations de l'O-Train et les parcs. Ces liaisons de transport actif sont généralement des sentiers polyvalents, mais leur dénomination est volontairement large parce que le type de liaison (sentiers polyvalents, trottoirs ou autres) sera déterminé au cas par cas dans le cadre d'une demande d'aménagement. Quel que soit le type de liaison, elle doit toujours être accessible au public, ce qui peut nécessiter une affectation de terrains à la Ville ou une servitude envers la Ville sur une propriété privée.

Certaines des liaisons de transport actif indiquées dans le Plan sont simples et peuvent se réaliser dans le cadre d'une seule demande d'aménagement. C'est le cas, notamment, des sentiers qui traverseront le 985, chemin Pinecrest et le 2155, promenade Elmira et qui fourniront respectivement des raccourcis vers la station Pinecrest et le parc Parkway. D'autres liaisons touchent deux propriétés et peuvent être réalisées en deux segments séparés jusqu'à ce qu'il soit possible de les relier. C'est le cas, notamment, d'un sentier reliant le parc Parkway au prolongement du chemin Baxter qui créera un raccourci vers la station Queensview, ainsi que d'un sentier reliant deux futurs parcs au 1050 et au 1101 du chemin Baxter.

Le Plan s'attaque aussi à un obstacle au transport actif et à un problème de sécurité par la proposition d'un passage d'est en ouest sur le chemin Pinecrest au niveau de l'avenue Harwood. Cette liaison, dont le concept est démontré à l'annexe E (étude sur la circulation sur Pinecrest-Queensview), facilitera l'accès et améliorera la sécurité des personnes qui se déplacent à pied ou à vélo entre le quartier Queensway Terrace Nord

et la station Pinecrest et le quartier Fairfield Heights. Le passage n'est actuellement pas financé et nécessitera une étude ultérieure pour confirmer les détails de la conception, et pourrait être combiné à d'autres projets capitaux ou inclus dans le cadre de la reconstruction ou du réasphaltage du chemin Pinecrest.

## **2. Hauteurs maximales des bâtiments et transitions de la hauteur des bâtiments dans le secteur portant la désignation de carrefour**

Le Volume 1 du Plan officiel prévoit des autorisations pour des hauteurs élevées dans le secteur portant la désignation de carrefour, y compris des hauteurs maximales pouvant aller jusqu'à 40 étages, sous réserve de transitions appropriées en ce qui concerne la hauteur des bâtiments. Le Plan énonce ces transitions de la hauteur des bâtiments en assignant des hauteurs maximales de bâtiments dans la politique et le zonage qui sont fondées sur une étude de planification exhaustive plutôt qu'en déterminant des hauteurs maximales au cas par cas. Cette approche vise à améliorer la prévisibilité des résultats d'aménagements et à accélérer l'examen des demandes d'aménagement.

Le Plan maintient généralement les hauteurs maximales de bâtiments prévues dans le Volume 1 du Plan officiel pouvant aller jusqu'à 40 étages sur les propriétés qui sont les plus proches des stations de l'O-Train et qui offrent le meilleur accès piétonnier à ces stations. Les hauteurs maximales des bâtiments sont progressivement réduites sur les propriétés plus éloignées des stations de l'O-Train et aux abords du carrefour, plus particulièrement lorsque les propriétés sont contiguës à un quartier de faible hauteur par désignation. Dans ces cas, l'échelle de transitions de la hauteur des bâtiments est déterminée par l'application d'un plan angulaire de 45 degrés mesuré à partir de la limite de la propriété du quartier le plus proche, puis ajustée pour tenir compte de certains facteurs spécifiques au site. C'est le cas, notamment, du côté nord de la promenade Queensview et de grandes propriétés sur le chemin Baxter.

Certaines grandes propriétés situées juste à l'extérieur du secteur portant la désignation de carrefour qui bénéficient d'autorisations de hauteur de bâtiments plus élevées suivent également une logique similaire : les hauteurs maximales de bâtiments diminuent vers les propriétés contiguës de faible hauteur. C'est le cas, notamment, des propriétés Foster Farm au 2891, avenue Dumaurier et au 1065, croissant Ramsey, ainsi que de Pinecrest Terrace (2453, rue Iris), qui appartiennent à la Société de logement communautaire d'Ottawa.

## **3. Guider la transformation de la promenade Queensview**

Le Plan secondaire des stations Pinecrest et Queensview fournit une vision et des orientations stratégiques pour guider la transformation de propriétés dédiées à

l'industrie légère sur la promenade Queensview en un carrefour polyvalent de haute densité. Cinq stratégies clés soutiennent cette vision.

La première stratégie concerne l'aménagement de l'espace et l'espace public. Il y aura un grand parc central situé principalement sur une propriété appartenant à la Ville au 2670, promenade Queensview, ainsi que sur une partie de la propriété située à l'ouest au 2680, promenade Queensview. Ce parc est indiqué à l'annexe C (hauteurs maximales des bâtiments, connectivité et parcs) et présenté davantage en détail à l'annexe B (plan de démonstration pour les 2650, 2670, 2680 et 2700 de la promenade Queensview). Le parc fait partie d'une vision plus large pour plusieurs propriétés qui comprend de nouvelles rues publiques et privées, une place piétonnière et plusieurs lieux d'aménagement de bâtiments de grande hauteur destinés à la fois à des logements du marché privé et à des logements abordables.

La deuxième stratégie consiste à fournir des orientations stratégiques au sujet de la reconstruction de la promenade Queensview en tant que rue complète. La recommandation est de reclasser la promenade Queensview de route locale à route collectrice dans l'annexe C16 du Volume 1 du Plan officiel, et d'en faire un candidat pour une rue complète, avec l'intention d'avoir éventuellement des trottoirs et des pistes cyclables des deux côtés, des arbres de rue, des abris pour le transport en commun et du stationnement sur rue d'un côté de la rue. Cette transformation de la rue est essentielle non seulement pour assurer une mobilité sécuritaire dans tous les modes de transport, mais aussi pour créer un sentiment d'appartenance – une rue accueillante, où les gens sont à l'aise et qui attire des logements, des emplois et des commerces de vente au détail.

La troisième stratégie de transformation de la promenade Queensview consiste à établir un point d'ancrage communautaire et une commodité importante en planifiant la création d'un complexe de loisirs au 2550, promenade Queensview. Ce terrain appartenant à la Ville est actuellement utilisé par OC Transpo en tant que centre d'entretien d'autobus diesel. Compte tenu de la transition de la Ville vers un parc d'autobus électriques, il est prévu qu'OC Transpo déclare ce site excédentaire. Le Plan prévoit la conservation de l'emplacement pour y aménager une installation municipale et précise que le terrain servira à l'aménagement d'un complexe de loisirs.

La quatrième stratégie consiste à améliorer la connectivité avec les quartiers environnants. Les plans établis pour l'Étape 2 du TLR constituent un bon point de départ : passerelle piétonnière qui relie la station Queensview au chemin Baxter en passant au-dessus de l'autoroute 417, ainsi que liaisons de transport actif de la promenade Queensview et de l'avenue Connaught vers la station Queensview. Le Plan ajoute une autre liaison par la prolongation du sentier polyvalent nord-sud qui part de la

station Queensview et qui longe le côté ouest de la propriété de la Ville située au 2550, promenade Queensview. Au lieu de se terminer à l'impasse de la promenade Queensview, il sera prolongé vers le nord pour rejoindre le quartier Queensway Terrace Nord sur l'avenue Severn. Cette prolongation verra le jour dans le cadre du prolongement vers l'ouest à l'Étape 2 du TLR. Cette liaison a nécessité l'acquisition par la Ville du 2576, avenue Severn. Après l'achèvement du sentier menant à l'avenue Severn sur une partie du 2576, avenue Severn, cette propriété devrait être morcelée et cédée comme emplacement d'aménagement dans les années à venir.

La cinquième stratégie qui guide la transformation de la promenade Queensview consiste à établir les hauteurs maximales des bâtiments et les transitions de la hauteur des bâtiments à la fois dans la politique du Plan secondaire et dans le zonage, comme décrit au point 1 du présent document. C'est une stratégie exhaustive en matière de hauteurs qui accorde des autorisations de plein droit afin que les promoteurs de projets d'aménagement puissent passer directement à une demande de réglementation du plan d'implantation. Les politiques incluses dans le Plan imposent également certaines exigences précises par secteur et site, notamment la nécessité d'offrir au moins une utilisation non résidentielle au niveau du sol dans chaque nouveau bâtiment donnant sur la promenade Queensview, ainsi que des exigences de façade active le long des sentiers qui mènent à la station Queensview. Les exigences par site sont particulièrement importantes pour améliorer l'accès à la station Queensview lors du développement des propriétés environnantes. À ce chapitre, le Plan garantit notamment que lors du réaménagement de la propriété du Leon située au 2600, promenade Queensview, une liaison nord-sud accessible au public sera aménagée dans la partie centrale du site menant directement de la promenade Queensview à l'accès de la station Queensview à l'ouest.

#### **4. Hauteurs maximales des bâtiments dans le couloir**

La désignation de couloir s'applique au chemin Pinecrest, à la rue Iris et à une partie du chemin Greenbank dans la zone visée par le Plan. Les politiques relatives au couloir renforcent le rôle prévu des couloirs dans le Volume 1 du Plan officiel, à savoir guider une évolution progressive vers des rues plus urbaines et polyvalentes qui appuient les principes de densification et de quartier du quart d'heure.

Le Plan maintient généralement les hauteurs maximales des bâtiments dans les couloirs mineurs du transect du secteur urbain intérieur dans le Volume 1 du Plan officiel et maintient également la cohérence avec les normes de rendement proposées dans le nouveau règlement de zonage. À ce chapitre, les propriétés peu profondes dont la profondeur du terrain est inférieure à 30 mètres peuvent avoir un bâtiment d'une hauteur maximale de quatre étages et les propriétés dont la profondeur du terrain est

supérieure à 30 mètres peuvent avoir un bâtiment pouvant compter jusqu'à six étages. Le Plan introduit toutefois des politiques sur la hauteur conditionnelle (quatre à six étages) qui s'appliquent généralement aux propriétés dont la profondeur du terrain va de 30 à 35 mètres. Ces politiques prévoient des permissions de hauteur de plein droit pouvant aller jusqu'à quatre étages et fixent des critères précis pour obtenir la permission d'aller jusqu'à six étages, notamment des exigences liées à la superficie et à la largeur minimales du terrain, aux marges de retrait et aux transitions de volumétrie des bâtiments à respecter afin d'augmenter les hauteurs maximales d'un bâtiment de quatre à six étages sur le chemin Pinecrest et la rue Iris.

### **5. Permis d'aménagement et orientations pour le réaménagement ultérieur des propriétés de la Société de logement communautaire d'Ottawa (Foster Farm et Pinecrest Terrace)**

Bien qu'il n'y ait actuellement aucun plan de réaménagement de propriétés de la Société de logement communautaire d'Ottawa dans la zone visée par le Plan, le Plan secondaire fournit des orientations sur le réaménagement potentiel des propriétés Foster Farm (2891, avenue Dumaurier; 1065, croissant Ramsey) et Pinecrest Terrace (2453, rue Iris). Ce sont de grandes propriétés stratégiquement situées à proximité de la station Pinecrest et de la station Iris, respectivement, qui pourraient faire l'objet d'une densification importante. Le Plan introduit des politiques, ainsi que l'annexe A (plan de démonstration pour Foster Farm), qui permettent des hauteurs et des densités supplémentaires, et orientent le réaménagement ultérieur de façon à assurer une meilleure connectivité et des transitions de la hauteur des bâtiments qui tiennent compte des propriétés de faible hauteur avoisinantes.

### **6. Infrastructure et capacité de viabilisation**

Bien que le Plan fournisse une orientation pour la croissance à long terme autour des stations Pinecrest et Queensview, il reconnaît également que la capacité des égouts est limitée dans la zone visée par le Plan. Toute capacité d'égout disponible pour de nouveaux développements est considérée selon le principe du premier arrivé, premier servi. La capacité des égouts sera évaluée pour chaque demande d'aménagement et si la capacité est jugée insuffisante pour un aménagement proposé, la Ville pourra mettre une demande en pause en imposant des conditions d'aménagement qui assurent une viabilisation adéquate ou en ajoutant un symbole d'aménagement différé au zonage applicable jusqu'à ce qu'il y ait suffisamment de capacité. Le promoteur d'un projet d'aménagement peut être tenu de payer pour les études sur la viabilisation et les mises à niveau locales de la viabilisation effectuées afin de permettre à l'aménagement d'aller de l'avant.

## **BACKGROUND**

### **Rationale for a Secondary Plan**

A secondary plan is a comprehensive planning study and long-range policy document that provides more specific direction for growth and development within an area that is expected to see significant growth and change. The creation of a secondary plan is collaborative and involves extensive engagement from multiple service areas within the City, public agencies, elected officials, community groups, individual residents, landowners, developers, and industry consultants. Secondary Plans are implemented as an amendment to the Official Plan and reside in Volume 2A or 2B of the Official Plan.

Policy direction and city-building guidance brought forward by a secondary plan are implemented either by development proponents or by City-led capital works, once funding is available. Secondary plans may require amendments to the Zoning By-law to further implement their objectives and direction. This report recommends only re-zoning properties in the Hub designation in order to satisfy the City's commitments under the federal Housing Accelerator Fund, and as an effort to expedite development applications closest to Pinecrest and Queensview O-Train stations. The City's Draft Zoning By-law, anticipated to be completed in Q4 2025, will implement the policy direction of the Plan for the remainder of the Plan area. Prior to the adoption and full implementation of the new Zoning By-law, privately initiated applications to amend the Zoning By-law will be required to conform with this Secondary Plan.

The City initiated this secondary plan, originally as a Community Design Plan, in 2018 – well in advance of the anticipated western expansion of the O-Train Confederation Line. The Plan faced several delays as a result of staffing issues, competing priorities, the new Official Plan, and changes to provincial legislation. Despite these challenges, this Plan is delivered approximately two years in advance of the opening of the O-Train western extension, which will focus growth and public investments around Pinecrest and Queensview stations, aligning with the strategic directions of the Official Plan.

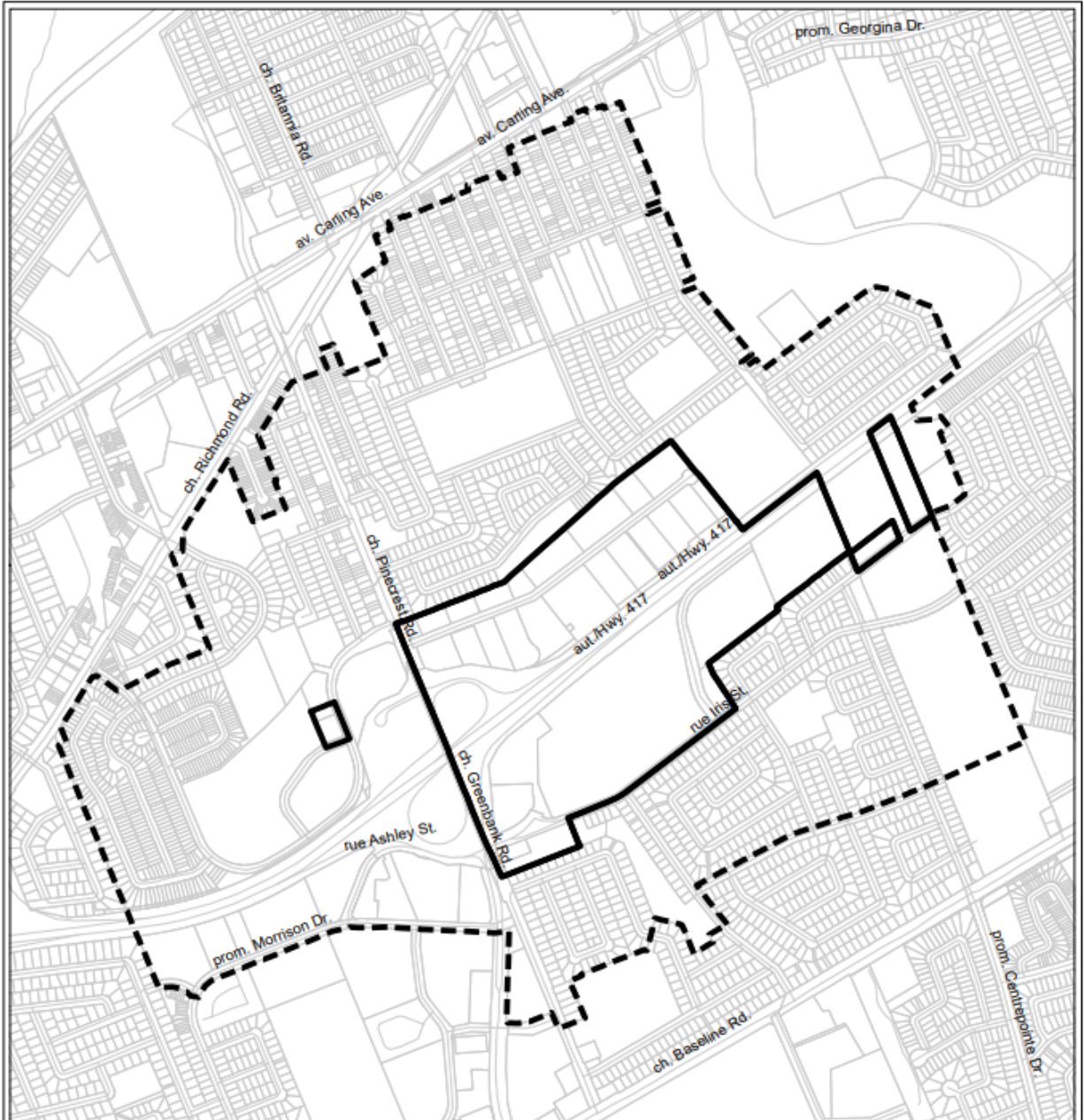
### **Study Area**





The study area for this plan is in west Ottawa, approximately 10 kilometres west of downtown, and is bisected east-west by Highway 417. The north parts of the study area are located approximately one kilometre south of the Ottawa River, just south of Richmond Road and Carling Avenue, and extend as far south as Morrison Drive, Lisa Avenue, and Ryan Avenue south of Highway 417. West to east, the study area spans from Alenmede Crescent and Morrison Drive, West of Pinecrest Road and Greenbank Road, respectively, to the Pinecrest Creek valley and Parkway Park in the east. The Location Map for the study area is included below.

The Pinecrest-Queensview Secondary Plan borders the Lincoln Fields Secondary Plan area to the north, meeting just south of Carling Avenue. Both secondary plans provide a consistent planning approach between these connecting Plan areas.

The Pinecrest and Queensview O-Train Stations are important transit nodes because they anchor new Hub designations that were recently re-designated from urban employment lands to Hub in the Official Plan. As a result, these stations are true catalysts for land use change, growth, and new connections. These stations will also function alongside nearby stations at Lincoln Fields to the north-east, Bayshore to the west, and Iris to the east to provide dramatically improved transportation options and development nodes in west Ottawa. These new O-Train stations support increased density and mixed-use development, particularly at Lincoln Fields, Queensview, and Pinecrest Stations that are Hub designations with large, underutilized properties with surface parking.





		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-24-0053/D01-01-24-0010	24-0724-X		
I:\CO\2024\Zoning\Pinecrest_Queensview\...Secondary_Plan			
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REVISION / RÉVISION - 2024 / 10 / 16		 <b>Zoning By-law Amendments / Modification du Règlement de Zonage</b>	 <b>Pinecrest_Queensview Secondary Plan / Plan Secondaire Pinecrest Queensview</b>
			 <small>NOT TO SCALE</small>

## **DISCUSSION**

Policy and Community Planning staff recommend approval of the Pinecrest and Queensview Stations Secondary Plan as it refines the policy direction from the Official Plan to better fit the local context and specific site characteristics, advances the strategic directions of the Official Plan, improves the predictability of future developments outcomes, and guides growth in a way that advances good land use planning.

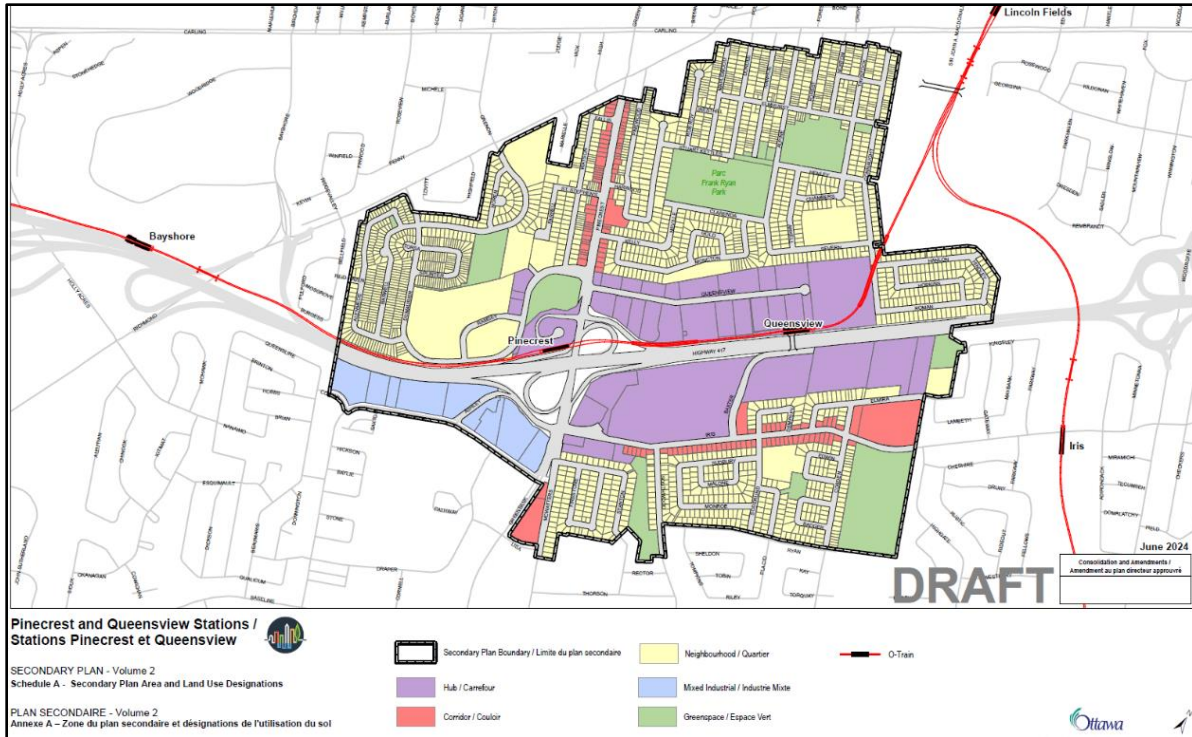
As part of the planning study, staff reviewed the existing conditions of the Plan area and the surrounding communities, including the existing lot fabric and land uses, applicable policies, zoning and guidelines, the transportation and mobility networks, and changes brought by the O-Train west extension. The recommendations were developed following discussions with internal stakeholders, and consultation with external stakeholders and the general public. Further details on the challenges, opportunities, and recommendations of the secondary plan are provided below.

### **Maximum Building Heights**

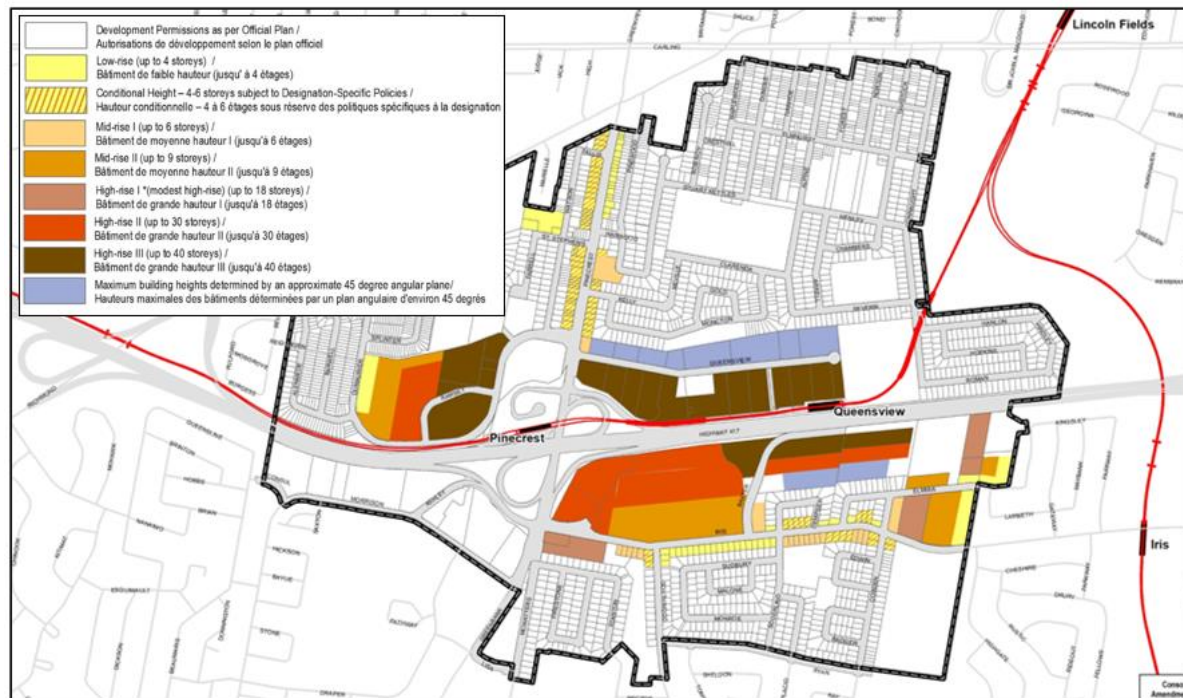
The Official Plan provides broad maximum building height permissions in the Hub designation that can be refined through site-specific analysis, either through individual development applications or through a secondary plan. This Plan provides the opportunity to review all properties in the Hub and Corridor designations in the Plan area at the same time and assign appropriate maximum building heights, and in some cases further specify maximum heights in the Zoning By-law within the Hub designation.

The identification of maximum building heights in Schedule C: Maximum Building Heights, Connectivity and Parks, improves the predictability of future development for residents and stakeholders. It also streamlines future development applications because it will minimize debates over permitted building heights, and in many cases, allow development applications to proceed directly to a Site Plan Control application without the need for an Official Plan Amendment or Zoning By-law Amendment.

Maximum heights were determined according to permissions in Volume 1 of the Official Plan and land use designations in this Plan, then further refined according to proximity and access to O-Train stations, connectivity to the street and pathway network, and potential impacts to abutting or nearby Neighbourhood properties and the public realm. The land use designations in this Plan, identified in Schedule A – Secondary Plan Area and Land Use Designations, provide a good starting point for interpreting the building height permissions identified in Schedule C – Maximum Building Heights, Connectivity, and Parks.



Schedule A – Secondary Plan Area and Land Use Designations, identifies the location of the five designations: Hub (purple), Corridor (red), Neighbourhood (yellow), Mixed Industrial (blue), and Greenspace (green).



The image above shows the maximum building height permissions in the Plan area. A comparison with Schedule A above shows that the building height permissions generally follow the land use designations, with the three high-rise categories concentrated primarily in the Hub, mid-rise categories in the Corridor, and the low-rise category in the Neighbourhood designation.

### Maximum Building Heights in the Hub Designation

In the Hub designation, the Plan locates the tallest building height permissions closest to, and with best pedestrian access to, both Pinecrest Station and Queensview Station. Lower building height permissions are assigned towards the edge of the Hub and particularly where properties abut low-rise Neighbourhood properties.

In two cases, along the north side of Queensview Drive and at the south part of 1050 and 1101 Baxter Road, maximum building heights are assigned as “determined by an approximate 45-degree angular plane”. This establishes the metric for determining the appropriate building scale in these locations while acknowledging the varying lot depths along the north side of Queensview Drive, which allows for increased heights as lots are deeper. The use of the approximate 45-degree angular plane is also helpful in these locations because these are deep properties, and the precise locations of future building footprints are unknown. This allows for flexibility in the location of the buildings while maintaining the general principle of appropriate building height transitions.

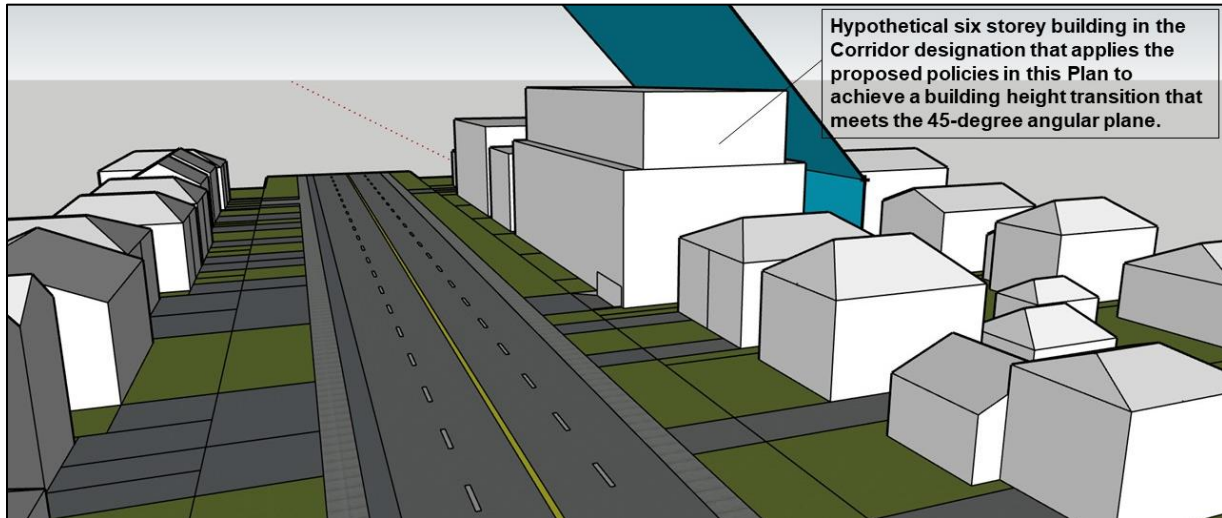
Although not exclusively limited to the Hub designation, there is also a policy in the Plan that establishes a maximum building height for high-rise building podiums of four storeys. The purpose is to reinforce human scale street walls and support walkability and a comfortable public realm.

### Maximum Building Heights in the Corridor Designation

The Corridor designation applies to Pinecrest Road, north of Dumaurier Avenue, and the majority of Iris Street in the Plan area that lies outside the Hub designation, as well as two properties on Greenbank Road. The properties on Greenbank Road maintain the maximum building heights in the Mainstreet Corridor designation in Volume 1 of the Official Plan. Similarly, maximum building heights on the Corridor segments of Pinecrest Road and Iris Street generally reflect those in the Minor Corridor designation in Volume 1 of the Official Plan.

However, this Plan provides some refinements to maximum building heights on Corridors compared to permissions in Volume 1 of the Official Plan as a result of a more detailed analysis of development potential on Pinecrest Road and Iris Street that is consistent with the principles of the Official Plan. First, shallow properties with lot depths under 30 metres are limited to four storeys. Secondly, properties with lot depths between 30 metres and approximately 35 metres receive “Conditional Height – four to six storeys subject to Designation-Specific Policies”. These policies provide as-of-right height permissions up to four storeys and sets out specific criteria that could allow for building heights of up to six storeys. These include a minimum lot width and area that requires the assembly of at least two abutting lots, as well as minimum setbacks and

transitions in building massing that must be met in order to increase maximum building heights from four to six storeys on Pinecrest Road and Iris Street. These requirements will help ensure that new buildings in the Corridor designation will provide a building height transition that generally meets the 45-degree angular plane towards abutting properties in the Neighbourhood designation, as demonstrated in the image below.



Snapshot of a modelling exercise for properties in the Corridor designation with shallow lot depths between 30 – 35 metres. Modelling with the 45-degree angular plane results in six-storey buildings but with shorter floor depth on the fifth and sixth floors.

While six-storey buildings are theoretically possible with the 45-degree angular plane, the top two floors have reduced depths. Such buildings are atypical and are more expensive to build. Four storey buildings are a more likely result for properties with these depths.

Properties that are deeper than 35 metres, or those that back onto the Hub designation, or those that do not share a rear property line with a property in the Neighbourhood designation (e.g. back onto a park or school site) receive the full six storey height permissions that are provided in Volume 1 of the Official Plan.

Other refinements to maximum building heights compared to those in Volume 1 of the Official Plan are introduced for one particularly large property in the Corridor designation at 2453 Iris Street, home to Ottawa Community Housing's Pinecrest Terrace community, where additional building height would have minimal impacts to Neighbourhood properties. Although there are no plans to redevelop this property, this Plan provides policy guidance and development permissions for potential redevelopment. This includes taller building height permissions of up to 18 and nine storeys on the west and central part of the site, respectively, because it is surrounded by Iris Street and Pinecrest Park to the south, an existing commercial plaza and Cobden Road to the west, and Elmira Street and another existing Ottawa Community Housing

property with mid-rise permissions to the north. The east part of 2453 Iris Street provides lower height permissions of four storeys to transition to the low-rise Neighbourhood properties to the east.

As part of a development application, the proponent is required to provide a publicly accessible active transportation connection to provide pedestrian short-cuts to Parkway Park to the north, Pinecrest Park to the south, and Iris Station to the east. Overall, these policies will increase opportunities for affordable housing and improve neighbourhood connectivity.



Aerial image of 2453 Iris Street to the left. The lot size and surrounding land uses allow for additional building height in the west and central part of the site but need transitions to the abutting low-rise residential to the east. The image to the right shows this transition of maximum building heights, from 18 storeys (light brown) on the western part of the site, nine storeys (orange) in the central part of the site, and four storeys (yellow) at the eastern edge of the site.

### Maximum Building Heights in the Neighbourhood Designation

In the Neighbourhood designation, maximum building heights are generally not modified through this Plan because those changes are left to a concurrent planning process for the new Zoning By-law. The few exceptions include Foster Farm, another large Ottawa Community Housing property at 2891 Dumauiet Avenue and 1065 Ramsey Crescent, and a place of worship site at 930 Watson Street and 2825 St. Stephen's Street. Foster Farm provides important opportunities to introduce more affordable housing near transit and 930 Watson Street and 2825 St. Stephen's Street provides opportunities for low-rise intensification and improved neighbourhood connectivity to bring more residents within walking distance of Pinecrest Station.

This Plan includes guidance for the potential redevelopment of Foster Farm, just west of Pinecrest Station, in Annex A: Demonstration Plan for Foster Farm. It includes the potential for a new street, pathways, connections to Ruth Wildgen Park, amenity spaces, street trees, and underground parking. Although these properties remain in the Neighbourhood designation, this Plan provides a range of building height permissions that transition from high-rise closest to Pinecrest Station (brown and red) to mid-rise (orange) and low-rise (yellow) closest to the existing low-rise neighbourhood.



Snapshot of Annex A: Demonstration Plan for Foster Farm  
(2891 Dumaaurier Avenue and 1065 Ramsey Crescent)

### Amendments to Volume 1 of the Official Plan

While this Plan generally aligns with and builds on the policies in the Official Plan, there are two recommendations in this report that make amendments to Volume 1 of the Official Plan. The first is to remove the Minor Corridor designation from Dumaaurier Avenue and Queensview Drive. This does not impact development potential and is intended to reduce duplication and clarify policy direction. The second is to change the road classification for Queensview Drive in order to accommodate the vision for a complete street. Both amendments are described in further detail below.

For Queensview Drive, the entirety of the street that is currently a Minor Corridor in Volume 1 of the Official Plan is captured within the Hub designation. Removing the Minor Corridor designation helps to clarify that development permissions are in accordance with the Hub designation. Guidance for the evolution of the street is not needed through the Minor Corridor designation because there is more specific vision and policy direction in section 6.1 of the Plan that speaks to its transformation to a complete street with a mainstreet character that accommodates safe active transportation facilities and street trees.

For Dumaaurier Avenue, the relatively short portion of the street that is currently a Minor Corridor designation in Volume 1 of the Official Plan is unnecessary because it applies

to the north and west frontage of Dumaurier Park and to a commercial plaza at 2829 and 2865 Dumaurier Avenue that is already captured and better served by the Hub designation. Further west, it applies to the Dumaurier frontage of Foster Farm, which is unnecessary because it is supplemented by policy direction in Section 5 of the Plan.

The other recommended amendment to Volume 1 of the Official Plan is to change the road classification for Queensview Drive from a local to a collector road in Schedule C16. The reclassification allows for complete street design as opportunities arise to modify the road.

### **Zoning By-law Amendments**

This report recommends re-zoning properties in the Hub designation in order to expedite development applications closest to Pinecrest and Queensview O-Train stations and to satisfy one of the City's commitments under the federal Housing Accelerator Fund. The City's Draft Zoning By-law, anticipated to be completed in Q4 2025, will implement the policy direction of the Plan for the remainder of the Plan area. Prior to the adoption and full implementation of the new Zoning By-law, Zoning By-law 2008-250 applies, which means that privately initiated Zoning By-law Amendment applications may be required to conform with this Secondary Plan.

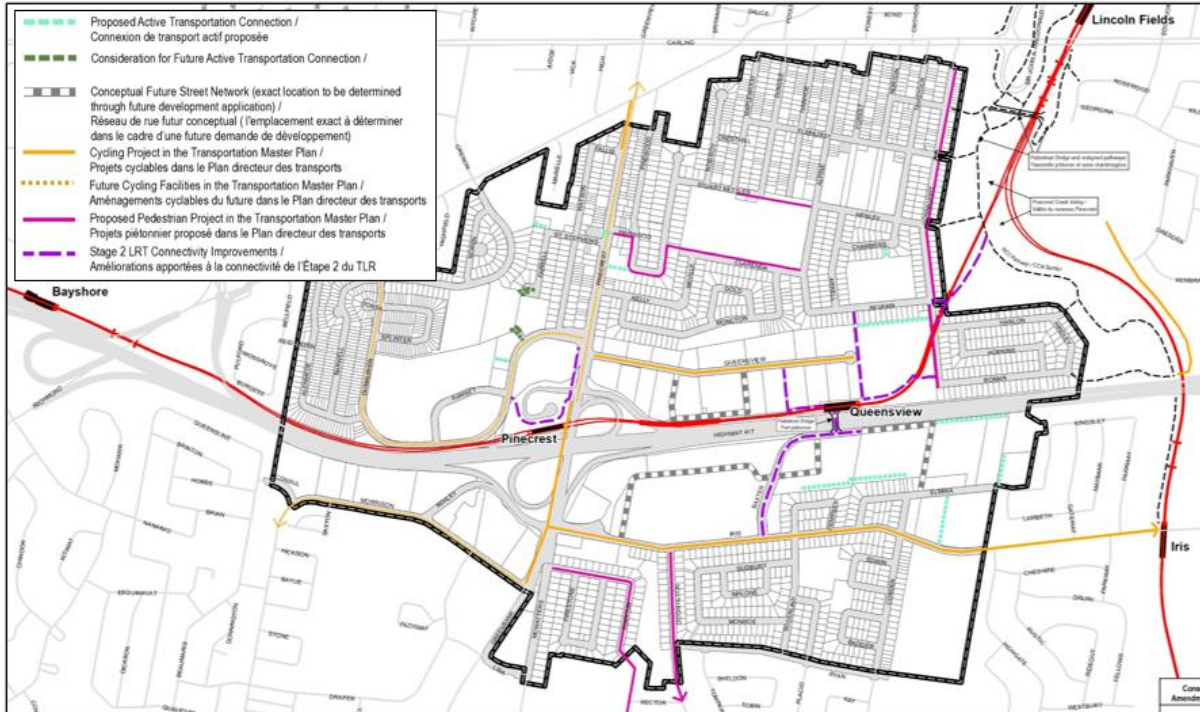
### **Infrastructure and Servicing Capacity**

While this Plan provides direction for long-term growth around Pinecrest and Queensview Stations, it also acknowledges that there is limited sewer capacity in the Plan area. Any available sewer capacity for new developments is considered on a first-come, first-served basis. Sewer capacity will be evaluated for each development application and if capacity is deemed inadequate for the proposed development, the City may utilize a holding provision for zoning by-law amendments and/or impose conditions through site plan control requiring adequate servicing prior to development. A development proponent may be required to pay for any servicing studies and local servicing upgrades for development to proceed.

### **Connectivity**

The Plan area will see a transformation not only in terms of future development, but also in terms of new connections that will improve safety and access to the new O-Train stations. New connections will also allow for safer and more direct movement between nearby neighbourhoods, and between neighbourhoods and community amenities, including those on either side of Highway 417. The image below shows the various connectivity improvements in the Plan area and are described in further detail below.





The above image shows connectivity improvements in the Plan area, including those that are part of Stage 2 LRT (purple), the Transportation Master Plan (pink and orange), as well as new requirements for active transportation (teal) and streets (dashed grey) that will be secured upon development.

### Stage 2 LRT Improvements

The scope of work for the O-Train west extension (Stage 2 LRT) includes major connectivity improvements to the Plan area, identified in dashed purple lines in the image above and on Schedule C – Maximum Building Heights, Connectivity and Parks. These connections will be completed by the time the O-Train west extension is in service. They include multi-use pathways from Pinecrest Road and Dumaurier Avenue to Pinecrest Station, and from Connaught Avenue, Severn Avenue and Queensview Drive to Queensview Station. There is also a pedestrian bridge connecting Queensview Station to Baxter Road over Highway 417, which dramatically expands the station catchment to several neighbourhoods on the south side of Highway 417.

### Active Transportation

The next set of connectivity changes are future sidewalks and cycling facilities introduced through the City's Transportation Master Plan (TMP). These connections are identified by solid pink, solid orange, and dashed orange lines in the image above and on Schedule C – Maximum Building Heights, Connectivity and Parks. The dashed orange lines are future cycling projects that are anticipated as part of eventual road reconstruction or resurfacing, as funding becomes available, or through development. The solid pink and solid orange lines are specific pedestrian and cycling projects, respectively, identified in the TMP Active Transportation Project List. Future phases of

the TMP, scheduled for approval by end of 2025, will identify approximate timelines for these projects over the life of the TMP to 2046.

Other active transportation improvements are noted in dashed teal lines in the image above and on Schedule C – Maximum Building Heights, Connectivity and Parks. These represent the approximate but flexible locations of pathways that are to be secured through future development applications. These pathways are mostly intended to provide short-cuts to parks and transit, particularly to shorten walking distances to O-Train stations. The Plan also identifies “interconnecting private amenity spaces” in large green arrows over several large properties on the south side of Queensview Drive, with further details in their respective Annexes. Upon redevelopment of these properties, these publicly accessible linear private spaces will become important pedestrian connections to improve access to Queensview Station. These connections are crucial to create safe and inviting connections to Queensview Station because it is the only O-Train station without direct frontage on a public road.

This Plan also provides policy direction for complete streets, which are streets that can safely accommodate all modes of transportation and public realm improvements such as street trees and transit shelters. Most importantly, this Plan recommends that Queensview Drive be considered for complete street funding through the TMP, which would dramatically improve safety and access for people walking and cycling to Queensview Station, as well as create an attractive public realm to help attract new development. There are also policies in the Plan that speak to the need for improved active transportation facilities on Pinecrest Road, Dumaurier Avenue, Iris Street, and Baxter Drive.

### Street Network

This Plan includes policy direction for the approximate but flexible locations of future streets and street extensions, as identified by the “conceptual future street network” on Schedule C – Maximum Building Heights, Connectivity and Parks. Unless otherwise noted in site-specific policies, these future streets may be public or private. Where new streets or street extensions are private, there is policy direction in this Plan to specify that public access easements may be required and that all streets require sidewalks and street trees.

The most important change to the street network in the Plan area is the future extension of Baxter Road to Elmira Drive upon the redevelopment of 1050 Baxter Road. This future public street extension will facilitate access to mixed-use development, provide public street frontage for a new park, and allow for more direct connections to

Queensview Station. Completion of this street extension may require City acquisition of property on Elmira Drive, for which there is currently no funding.

Another new public street is anticipated on the south side of Queensview Drive and featured in more detail in Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive. Other public or private streets may be secured through the redevelopment of other large properties in the Plan area, such as 1065 Ramsey Crescent, 2735-2745 Iris Street, and 2685 Iris Street.

One of the proposed changes to the “conceptual future street network” is a proposal for the realignment of the main vehicular access to 2735-2745 Iris Street, currently occupied by a six-storey office building and a commercial plaza anchored by Indigo, and 2685 Iris Street, home to IKEA Ottawa. The intention is to move the main vehicular access from Iris Street further east to allow for more queuing distance to the intersection of Greenbank Road and Iris Street, improve safety for pedestrians and cyclists, and provide an opportunity to have a more consistent south property line for 2735-2745 Iris Street. This will require a future transportation study that is expected to be completed as part of a future development application and will require private landowner agreements to share the costs and property impacts between the property owners.

Note that a previous draft recommendation identified a right-of-way protection for Pinecrest Road to be added to Schedule C16 in Volume 1 of the Official Plan. This recommendation was removed from the Plan because it will be addressed through a more detailed transportation study that is considering the appropriate right-of-way protection for all arterial roads in the City, which will include public consultation in early 2025 and is estimated for completion in late 2025.

### **Parks and Greenspace**

This Plan proposes several new and expanded parks to accommodate the anticipated increase in population in the Plan area. This public parkland will primarily be secured through future development applications and the use of City-owned properties. The existing and future parks are identified in the image below.



The above image shows the existing parks (light green), Urban Natural Features (speckled green), and proposed new and expanded parks (dark green).

The most important new park in this Plan is the future central park on Queensview Drive, to be located on a City-owned property at 2670 Queensview Drive, as well as a portion of the property to the west at 2680 Queensview Drive. This will be an important public space that will drive the transformation of Queensview Drive from a light industrial district to a mixed-use Hub by introducing greenspace and recreational amenities that will help attract development on Queensview Drive.

The future central park on Queensview Drive is part of a larger vision for several properties that includes new public and private streets, a pedestrian plaza, and several development sites for high-rise buildings intended for both market housing and affordable housing. This park is identified on Schedule C – Maximum Building Heights, Connectivity and Parks, and in greater detail on Annex B - Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive.

There will also be up to three new parks on Baxter Road to support the residential and mixed-use intensification of large properties near the south access to the pedestrian bridge to Queensview Station. These three new parks are intentionally clustered to create larger combined park areas and are located away – and eventually separated by new buildings - from the noise and emissions from Highway 417. This Plan also identifies a future park at 1050 Baxter Road, with frontage on the future extension of Baxter Road.

Other Park improvements in this Plan include the southern expansion of Parkway Park upon redevelopment of 2155 Elmira Drive, a potential new park if there is future residential development at the IKEA site at 2685 Iris Street, a potential amenity area at Foster Farm, and support for new park amenities such as a new field house in Frank Ryan Park.

### **Future Recreation Complex at 2550 Queensview Drive**

East of Queensview Station is a large City-owned property at 2550 Queensview Drive that is currently used by OC Transpo as a diesel bus maintenance facility. As the City transitions to an electric bus fleet, it is anticipated that OC Transpo will eventually declare this site surplus.

If the site and building are declared surplus, this Plan calls for the retention of this site for a future city facility and specifically identifies the intended future land use as a recreation complex. There is a need for recreational facilities in the west-central part of Ottawa and this site is well-suited for a recreation complex since it is City-owned and is a sufficiently large parcel. The property is adjacent to an O-Train Station, has reasonable road access, and is well connected to active transportation facilities via the pathways owned by the National Capital Commission in the Pinecrest Creek valley.

A new recreation complex at 2550 Queensview Drive was included in the 2024 Development Charge By-law, meaning funds are being collected for this future City facility. The funding for this facility from development charges is expected to take at least 10-15 years to accumulate sufficient funding for detailed design and construction. Ideally, this timeline aligns with OC Transpo's timeline for their continued use of the property.

Recreation facility details will be determined through a separate study led by the Recreation, Cultural and Facility Services Department and will include public consultation, closer to when redevelopment will occur. At that time, the City should consider complementary land uses to co-locate with the recreation complex.

### **Long-Term Conceptual Opportunities on Public Lands**

This Plan lays out bold high-level ideas for public lands north of Pinecrest Station, which are placed in an Annex to this Plan to provide flexible guidance for future initiatives. These include 2850 Dumaurier Avenue – the City-owned Dumaurier Park that contains two softball diamonds, and 1100 Pinecrest Road – owned by the Province but leased by the City for the bus loop north of Pinecrest Station. Note that 1100 Pinecrest Road was identified in a [2019 report](#) (noted as Site 11 – Pinecrest 417 Corridor) of public lands near transit stations that could accommodate affordable housing.

These long-term opportunities are described in Annex D1 - Long-Term Demonstration Plan for the Potential Realignment of Dumaurier Avenue, and Annex D2 - Conceptual Opportunities for Lands North of Pinecrest Station, and include:

- Potential relocation of the softball diamonds in Dumaurier Park to another location in the the general west-central part of Ottawa and reconfiguration of Dumaurier Park.
- Realignment of Dumaurier Avenue to consolidate the intersections of Pinecrest Road at Dumaurier Avenue and Pinecrest Road at Queensview Drive into a single new intersection, which would provide a solution to the unusually close spacing of intersections on an arterial road that currently presents challenges in terms of the visibility of signals and queuing of left-turning vehicles on Pinecrest Road.
- Street extensions of Watson Street and Ramsey Crescent to improve connectivity to Pinecrest Station.
- Addition of a transit plaza and bus lay-bys immediately north of Pinecrest Station to replace the bus loop.
- Creation of new development parcels to add opportunities for high-density mixed-use development and affordable housing in very close proximity to Pinecrest Station.

This Plan also identifies the opportunity for a more land-efficient urban-style highway on-ramp at the south-east corner of Greenbank Road at Highway 417 that would reduce maintenance costs, potentially reduce the size and complexity of the intersection at Greenbank Road and Iris Street and improve future development frontages on Greenbank Road.

### **Provincial Policy Statement**

Policy and Community Planning staff have reviewed the proposed secondary plan and zoning by-law amendment and have determined that it is consistent with the Provincial Policy Statement, which came into effect on October 20, 2024.

### **RURAL IMPLICATIONS**

N/A

## CONSULTATION

This Section provides a snapshot of the City's consultation efforts with community members and stakeholders throughout the study period.

The City initiated the public engagement process by hosting a Planning Primer for landowners, residents, businesses and community groups on May 29, 2018, at the Foster Farm Community Center. Subsequently, there were three public open house consultation meetings, and three Stakeholder Working Group meetings for the Pinecrest and Queensview Stations Secondary Plan.

The first open house public consultation meeting was held on June 14, 2018, at the All Saints Lutheran Church at 1061 Pinecrest Road. Over eighty participants attended the community session. The following two open house meetings were held virtually on June 21, 2022, and December 7, 2023, with roughly one hundred participants at each event. For each open house event, there was a Stakeholder Working Group Meeting, which took place on November 7, 2018, followed by April 6, 2022, and November 2, 2023.

At each public engagement session, staff provided a presentation and question and answer period. Following public engagement sessions, staff made presentation materials available for review and created summary reports to address comments and feedback gathered during the sessions. These summary reports can be found on the Engage Ottawa webpage for the Secondary Plan: [Pinecrest Queensview Secondary Plan | Engage Ottawa](#).

The draft Secondary Plan, including the policy document and all Schedules and Annexes, was released to all stakeholders and to those who provided comments for a public circulation period from October 18, 2024 - November 15, 2024. The Engage Ottawa webpage was also updated with links to the policy document and materials. Document 10 summarizes the comments from this public circulation and staff responses.

Overall, the main themes that came from this circulation include:

- Mobility/Connectivity: Residents south of Highway 417 require improved access to both LRT Stations. More active transportation facilities are encouraged approaching and across Pinecrest Bridge.
  - Staff response: Schedule C outlines proposed Stage 2 LRT connectivity improvements such as the pedestrian bridge over Highway 417 to Queensview Station, active transportation facilities on Baxter Road, and new multi-use pathways that connect to both stations.

- Parks and Greenspaces: There are concerns that there is insufficient greenspace in Plan area to accommodate intensification. Also, there was a request to make a distinction for ‘Urban Natural Features’ in the Plan.
  - Staff response: New parks will be added and expanded as properties in the Plan area are developed. For example, the Plan calls for new parks on Queensview Drive and Baxter Road to support nearby residential and mixed-use development, and a park expansion at Parkway Park.

The Urban Natural Feature in the Plan was added to the Greenspace designation in Schedule A and recognized in policy in section 6.1 of the Plan.

- Building Heights and Transitions: Concern about six storey building height permissions in the Corridor designation and transition to surrounding low-rise areas.
  - Staff response: Minor Corridors in the Official Plan already have building height permissions up to six storeys, and generally maintain these permissions in this Plan, where Corridors provide opportunities for transit-supportive development and “missing middle” housing in close proximity to the stations. However, relatively shallow properties under 30.5 metres in depth are limited to four storeys because they would be unable to accommodate appropriate building height transitions. For deeper properties with opportunities for building heights up to six storeys, the Plan includes requirements for minimum lot width and area, and setbacks and stepbacks to ensure adequate building height transitions towards properties in the abutting low-rise Neighbourhood designation.
- Built Form and Podium Heights: Landowner requests for more flexibility around policies in the Plan related to minimum lot sizes, tower separation, and the maximum height of high-rise podiums.
  - Staff response: After further review, staff agreed that there were some locations that could warrant more flexibility and acknowledged the preference of avoiding future Official Plan Amendments as a result of minor deviations from these policies. As a result, more flexible language was added to Sections 3.3 and 3.4 of the Plan that still maintains the intent of the original policies but removes some of the rigid requirements that may have caused unnecessary amendments to this Plan. For example, the word “approximately” was added to qualify the minimum lot areas for high-rise buildings.



The final public meeting and opportunity for public and stakeholder input on the Plan is the Planning and Housing Committee meeting on December 4, 2024, where delegates can raise comments or concerns, and Councillors will have an opportunity to follow-up with questions to staff.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Theresa Kavanagh:

The Pinecrest/Queensview Secondary Plan is instrumental in creating a framework for transit-oriented development around two major Stage 2 LRT stations, transforming areas currently characterized by light industrial uses and low-density housing. By encouraging higher-density development near transit, the Plan promotes sustainable growth, ensures smooth transitions to existing low-rise neighborhoods, enhances connectivity, and fosters vibrant communities.

The Plan also includes a significant amount of proposed park space in Queensview, offering excellent public spaces for residents. It provides guidance for the potential redevelopment of the Ottawa Community Housing property of Foster Farm, just west of Pinecrest Station, creating opportunities for more affordable housing near transit with a variety of building heights and types. Additionally, it envisions new streets, pathways, connections to Ruth Wildgen Park, amenity spaces, and street trees to shape a vibrant and connected neighborhood.

The future Recreation Complex at 2550 Queensview Drive will play a key role in supporting the growth anticipated in the area. It also presents an opportunity to include a double ice pad for Bay Ward, addressing the loss of the Belltown Dome. Ensuring accessible ice space for residents is critical, and this transit-adjacent location aligns with the goal of building dense, healthy communities in urban areas.

I would like to thank the community for their active participation and valuable input throughout this process, as well as City staff for their hard work in preparing this comprehensive plan. This collaborative effort has ensured that the Plan reflects a shared vision for the future of Pinecrest and Queensview.

Councillor Laine Johnson:

I am excited about the opportunities that the Pinecrest/Queensview Secondary Plan presents.

This site is home to many residents, major commercial sites, an LRT station, the 417, and a is boundary between the well-connected neighbourhoods between College Ward

and Bay Ward. I appreciate that thorough opportunity for input from residents and other stakeholders was given here, and that the team was able to thoughtfully incorporate that feedback, especially from active transportation users. Staff have worked with both our offices through the process.

The IKEA parcel is of considerable interest to the community, and would present an opportunity to develop a complete community close to transit. It affords the opportunity to create higher density in a sensitive way to the current residential character of the neighbourhood, close to transit and with significant setback. Including additional future parks north of Iris is prudent given the density permitted but we would anticipate more open spaces being part of the residential planning at the IKEA site, if it comes to pass in that way.

I appreciate the future anticipation of pathway networks that link the more easterly properties of the neighbourhood to Baxter and the pedestrian bridge in the west, to ease everyone's access to the LRT through the south side of the study limits.

I observed closely the changes on Iris, as it isn't a wide street and creates low rise heights where there is currently single story. I would expect to see further protections and encouragement of tree canopy maintenance and replacement along this corridor.

Creating better public spaces that encourage people to get out and enjoy their community, as well as invite visitors is essential to this area. Attention to connectivity is so important here. It is fantastic that walkability and safety are considered for safety through active frontages and visible site lines. The minimum heights are encouraging, as we see many lost opportunities around the city where higher density new development should have been sought. I look forward to a neighbourhood that people can shop and play where they live and connect to our city at large through transit and active modes of transportation.

## **LEGAL IMPLICATIONS**

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

## **RISK MANAGEMENT IMPLICATIONS**

The secondary plan and recommended implementing Zoning By-law Amendment are part of the City's Housing Accelerator Fund (HAF) Action Plan, in particular initiative 1

“Transit Oriented Zoning Amendments” and milestone 3, “Implementing Zoning in new Secondary Plan Areas”. Staff meet regularly with CMHC staff to review the progress of the City’s Action Plan and CMHC is aware on the status and timing of this secondary plan.

Not adopting the secondary or implementing Zoning By-law or delaying the adoption of same will increase the risk of not progressing on our Action Plan to the satisfaction of CMHC. The City’s first action plan progress report to CMHC is due on January 20, 2025.

### **ASSET MANAGEMENT IMPLICATIONS**

While this Plan provides direction for long-term growth around Pinecrest and Queensview Stations, it also acknowledges that there is limited sewer capacity in the Plan area. Any available sewer capacity for new developments is considered on a firstcome, first-served basis. Sewer capacity will be evaluated for each development application and if capacity is deemed inadequate for the proposed development, the City may put a development application on hold by imposing development conditions requiring adequate servicing or by adding a holding symbol to applicable zoning until there is sufficient capacity. A development proponent may be required to pay for any servicing studies and local servicing upgrades in order for development to proceed.

### **FINANCIAL IMPLICATIONS**

The recommendations of the report for the Pinecrest and Queensview Stations Secondary Plan proposes implementation through City-lead capital projects, such as new roads, parks, active transportation, and recreation facilities, and through private development applications such as Plans of Subdivision, Zoning By-law Amendments, and Site Plan Control. The Pinecrest and Queensview Stations Secondary Plan guides growth and development around Pinecrest Station and Queensview Station through both private development and public investments but does not commit to additional funding requests. Proposed capital projects are subject to Council approval through the annual budget processes and in accordance with long-range financial plans and current and future development charge background studies. There is limited sewer capacity in the Plan area and any available sewer capacity for new developments is considered on a first-come, first-served basis. The IMP currently identifies two separate infrastructure projects in the Plan area, currently planned between 2024-2034, that will add capacity to the Pinecrest Trunk Sewer. Capacity will be evaluated for each development application and if capacity is deemed inadequate for the proposed development, the City will pause the application by adding a holding symbol to applicable zoning until

there is sufficient capacity. A development proponent may be required to pay for any servicing studies and local servicing upgrades in order for development to proceed.

## **ACCESSIBILITY IMPACTS**

The Pinecrest/Queensview Secondary Plan sets the stage to improve services for people with all types of disabilities, including children and older adults. The Plan reinforces the Official Plan's mobility policies as well as introduces others that support safety for all modes of transportation, including prioritizing active transportation throughout the community.

The proposed design of new public and private roadways, intersections, active transportation facilities, and parks will meet all applicable Provincial and Municipal accessibility standards, including the *Integrated Accessibility Standards Regulation O.Reg. 191/11* under the *Accessibility for Ontarians with Disabilities Act (2005)*, as well as both the City of Ottawa's Accessibility Policy and the Accessibility Design Standards.

Staff will continue to consult with the Corporate Accessibility Office, as required, to ensure all projects as part of this Plan provide the highest level of accessibility for our residents and visitors.

## **CLIMATE IMPLICATIONS**

The recommendations in this Plan – particularly related to increasing residential and employment densities near transit, improved connectivity, complete streets, and new parks and tree planting, have the potential to reduce greenhouse gas emissions over the long-term. The Pinecrest and Queensview Stations Secondary Plan is consistent with Strategic Directions 2.2.3 (Energy and Climate Change) and 2.2.4 (Healthy and Inclusive Communities) in Volume 1 of the Official Plan.

## **TERM OF COUNCIL PRIORITIES**

The Pinecrest and Queensview Stations Secondary Plan advances all four of Council's priorities:

- A city that has affordable housing and is more liveable for all;
- A city that is more connected with reliable, safe and accessible mobility options;
- A city that is green and resilient; and
- A city with a diversified and prosperous economy.

## **SUPPORTING DOCUMENTATION**

Document 1 - Pinecrest and Queensview Stations Secondary Plan

Document 2 - Secondary Plan Schedules:

- Schedule A – Secondary Plan Area and Land Use Designations
- Schedule B – Secondary Plan Sectors
- Schedule C – Maximum Building Heights, Connectivity and Parks
- Schedule D – Properties Subject to Site-Specific Policies

Document 3 - Secondary Plan Annexes:

- Annex A – Demonstration Plan for Foster Farm
- Annex B – Demonstration Plan for 2650 2670 2680 2700 Queensview Drive
- Annex C – Demonstration Plan for 2600 Queensview Drive
- Annex D1 – Long-Term Demonstration Plan for the Potential Realignment of Dumaurier Avenue
- Annex D2 – Conceptual Opportunities for Lands North of Pinecrest Station
- Annex E – Pinecrest-Queensview Transportation Study

Document 4 - Zoning By-law Amendment – Details of Recommended Zoning

Document 5 - Zoning Location Map 1 – Re-zoning for Pinecrest-Queensview Hub

Document 6 - Zoning Location Map 2 – Amendment to Zoning Schedule 402 (High-rise provisions)

Document 7 - Zoning Location Map 3 – Amendment to Zoning Schedule 1A (Minimum Parking for Pinecrest-Queensview Hub)

Document 8 - Zoning Schedule YYY3 – Maximum Building Heights and Active Frontages Street Areas North of Highway 417

Document 9 - Zoning Schedule YYY4 – Maximum Building Heights South of Highway 417

Document 10 - Consultation and Circulation Details

**DISPOSITION**

Policy and Community Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Policy and Community Planning Branch, Planning Services to incorporate the Pinecrest and Queensview Stations Secondary Plan into Volume 2A of the Official Plan through one of the following processes:

- a. Should one of the amendments to the Official Plan not be appealed, the Planning Operations Branch will incorporate the amendments into Volume 1 or Volume 2A of the Official Plan; or
- b. Should one of the amendments to the Official Plan be appealed, the Policy and Community Planning Branch will initiate a housekeeping amendment upon the resolution of all appeals to incorporate the amendments, as may be amended by the Ontario Lands Tribunal, into Volume 1 or Volume 2A of the Official Plan.

Policy and Community Planning Branch to incorporate the amendments to Zoning By-law 2008-250 through one of the following processes:

- a. Should one of the amendments to the Zoning By-law not be appealed, the Planning Operations Branch will incorporate the amendments into Zoning By-law 2008-250; or
- b. Should one of the amendments to the Zoning By-law be appealed, the Policy and Community Planning Branch will initiate a housekeeping amendment upon the resolution of all appeals to incorporate the amendments into Zoning By-law 2008-250.