

**Subject: Class 4 Noise Classification, 25 Pickering Place**

**File Number: ACS2025-PBD-PS-0059**

**Report to Planning and Housing Committee on 3 September 2025**

**and Council 10 September 2025**

**Submitted on August 22, 2025 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Tracey Scaramozzino, Planner II, Development Review South**

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**Ward: Alta Vista (18)**

**Objet : Secteur de bruit de la catégorie IV, 25, place Pickering**

**Dossier : ACS2025-PBD-PS-0059**

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

**le 3 septembre 2025**

**et au Conseil le 10 septembre 2025**

**Soumis le 22 août 2025 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Tracey Scaramozzino, Urbaniste II, Examen des demandes  
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**Quartier : Alta Vista (18)**

## REPORT RECOMMENDATIONS

That Planning and Housing Committee recommend Council:

1. Designate 25 Pickering Place, shown on the location plan attached as Document 1 to this report, as a Class 4 area within the meaning of Provincial Guideline NPC-300 and the City's Environmental Noise Control Guidelines, and that the property be listed as a Class 4 area within Appendix A to the City's Environmental Noise Control Guidelines.
2. Further amend the Noise By-law being By-law 2017-255 by adding the site-specific provision set forth in Document 2 below.

## RECOMMANDATIONS DU RAPPORT

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

1. Désigner le 25, place Pickering, un bien-fonds illustré sur le plan de localisation joint en tant que document 1, comme secteur de bruit de la catégorie IV, conformément à la directive provinciale NPC-300 et aux lignes directrices sur la lutte contre le bruit environnemental de la Ville, et classer ces terrains comme appartenant à la catégorie IV dans l'appendice A des lignes directrices sur la lutte contre le bruit environnemental de la Ville.
2. Modifier le Règlement sur le bruit, *Règlement 2017-255*, en y ajoutant la disposition propre à l'emplacement décrite dans le document 2 ci-dessous.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### Site location

25 Pickering Place

### Owner

Colonnade Bridgeport

## **Applicant**

Novatech

## **Description of site and surroundings**

The site is in Alta Vista ward, in the Overbrook/East-Industrial neighbourhood. The lands are south of Tremblay Road, west of Belfast Road, north of the Ottawa Train Station and east of Riverside Drive and the Tremblay LRT Station. The surrounding lands to the north and east are developed with low and mid-rise office buildings, industrial uses and surface parking. Lands to the south and west are developed with the Ottawa Train Station, associated rail corridors, access driveway and surface parking.

## **Summary of proposed development**

The proposal is for a plan of subdivision that will include the creation of one new public road (Bannermount Avenue), one new public park and six blocks for future high-rise development. A site plan control application has been submitted for two of the blocks for 14-storey and 28-storey mixed-use towers.

## **Summary of Provincial noise designations**

The Province of Ontario provides guidance on land classifications for noise in their "Ministry of the Environment and Climate Change (MOECC) Noise Pollution Control (NPC) 300" publication. Class 1 is land within an urban environment, classes 2 and 3 are lands in a semi-urban and rural setting. Class 4 is for redevelopment areas in proximity to existing, lawfully established stationary noise. A Class 4 Noise Area classification allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential dwellings and associated outdoor living areas. The impact of such higher levels is mitigated by specified noise control measures to ensure that the indoor areas meet the indoor criteria.

The subject lands at 25 Pickering Place are classified, by default, as a Class 1 noise area, due to the location within the urban area. The Ottawa Train Station (Tremblay) is adjacent to the subject lands and is an existing and lawfully established land use that is source of both stationery and transportation noise.

The change of designation of the lands at 25 Pickering Place from Class 1 noise area to a Class 4 noise area designation is recommended as it will require a more robust noise mitigation strategy for the proposed development through clear noise warning clauses

registered on title to the lands and in all purchase/sale/rental agreements as well as improved noise buffering materials. The specific buffering details for both transportation and stationary noise, and vibration have already been agreed upon by VIA Rail and Colonnade Bridgeport and are documented in the “OLT Minutes of Settlement” and which will be implemented through future site plan control applications as per the City’s Environmental Noise Control Guidelines. These measures will allow the two land uses to co-exist with future residents and tenants being aware of a higher noise threshold.

The Official Plan provides Council the authority to amend the Environmental Noise Control Guidelines to identify additional Class 4 stationary noise areas.

*10.2.2 (5) “Where new development is proposed within the Urban area or a Village in proximity to an existing stationary noise source, Council, at its discretion, may amend the Environmental Noise Control Guidelines to identify additional Class 4 stationary noise areas.”*

## **DISCUSSION**

The draft plan of subdivision was submitted to the City by Colonnade Bridgeport and deemed complete on Aug 21, 2020, and was Draft Approved on August 11, 2022. In April 2024, the City amended several of the conditions that VIA Rail had requested in 2022 that were deemed by the City to be inappropriate for VIA Rail to clear, as the City already had a process to review and clear the conditions. VIA Rail appealed this “change of condition” which resulted in several mediation session between VIA Rail, Colonnade Bridgeport, the City and the Ontario Land Tribunal (OLT). In June 2025, Minutes of Settlement were signed by VIA Rail, Colonnade Bridgeport and the City to settle the issues between them. One of the conditions of the Minutes of Settlement was for VIA Rail to withdraw their appeal of the subdivision, which has since been done. Another condition of the Minutes of Settlement was for the City to revise the previous conditions in the subdivision agreement (which has been done), and to identify the development lands as a Class 4 Noise area, as recommended in a recent Stationary Source Noise Assessment, prepared for the Applicant by SLR Consulting Canada, dated April 28, 2025.

### **Public consultation**

There was no requirement for public consultation for the classification of the lands to a Class 4. The surrounding properties were made aware of the draft plan of subdivision in 2020, through standard signage on the property and a “Zoom” public meeting on

December 2, 2020. The community will continue to be informed as the subdivision begins to develop through the site plan control approval process.

### **Official Plan designation(s)**

The subject site is located within the 'Inner Urban Transect' area and is designed 'Hub' and 'Evolving Neighbourhood' (Schedule B2). The Official Plan further defines this area as a Protected Major Transit Station Area (PMTSA) on Schedule C1.

Hub designations are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Permitted uses within the PMTSA's include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and educational institutions.

### **Other applicable policies and guidelines**

The site is subject to the "Inner East Line 1 and 3 Stations Secondary Plan" (formerly Tremblay, St. Laurent and Cyrville Secondary Plan), which defines building heights and densities for lands within the area to achieve a transit-supportive development over the long term.

### **Planning rationale**

The proposed Draft Plan of Subdivision aids in implementing the City's Official Plan 'Hub', 'PMTSA' and Secondary Plan policies to support high density development of lands close to transit stations, with existing roads and municipal infrastructure. The development of these lands will help to relieve the pressure of expanding the urban boundary and will spearhead the future development of residential units.

The conditions of approval are supported by the applicant and the Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

It is recommended that the application be approved to designate the lands at 25 Pickering Place as Class 4.

## **Provincial Planning Statement**

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

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

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

## **LEGAL IMPLICATIONS**

There are no legal impediments to adopting the recommendations in this report.

## **ASSET MANAGEMENT IMPLICATIONS**

Construction of any noise mitigation walls as part of the new subdivision to be on private lands. City will not be responsible for ownership and maintenance of any new noise attenuation infrastructure. Covenants to be made in subdivision agreement accordingly.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Has affordable housing and is more livable for all
- Is more connected with reliable, safe and accessible mobility options

## **APPLICATION PROCESS TIMELINE STATUS**

The Council approved timeline has been met. This application for the Class 4 Noise Classification (part of Development Application Number: D07-16-20-0020) was processed by the "On Time Decision Date" established for this type of application.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map / Zoning Key Map

Document 2 Noise By-law, 2017-255, site-specific provision

**CONCLUSION**

The PDBS department recommends approval of this Class 4 noise designation, as it will allow a large, infill, mixed-use development to occur with proper mitigation and warnings on lands close to an existing train station.

**DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

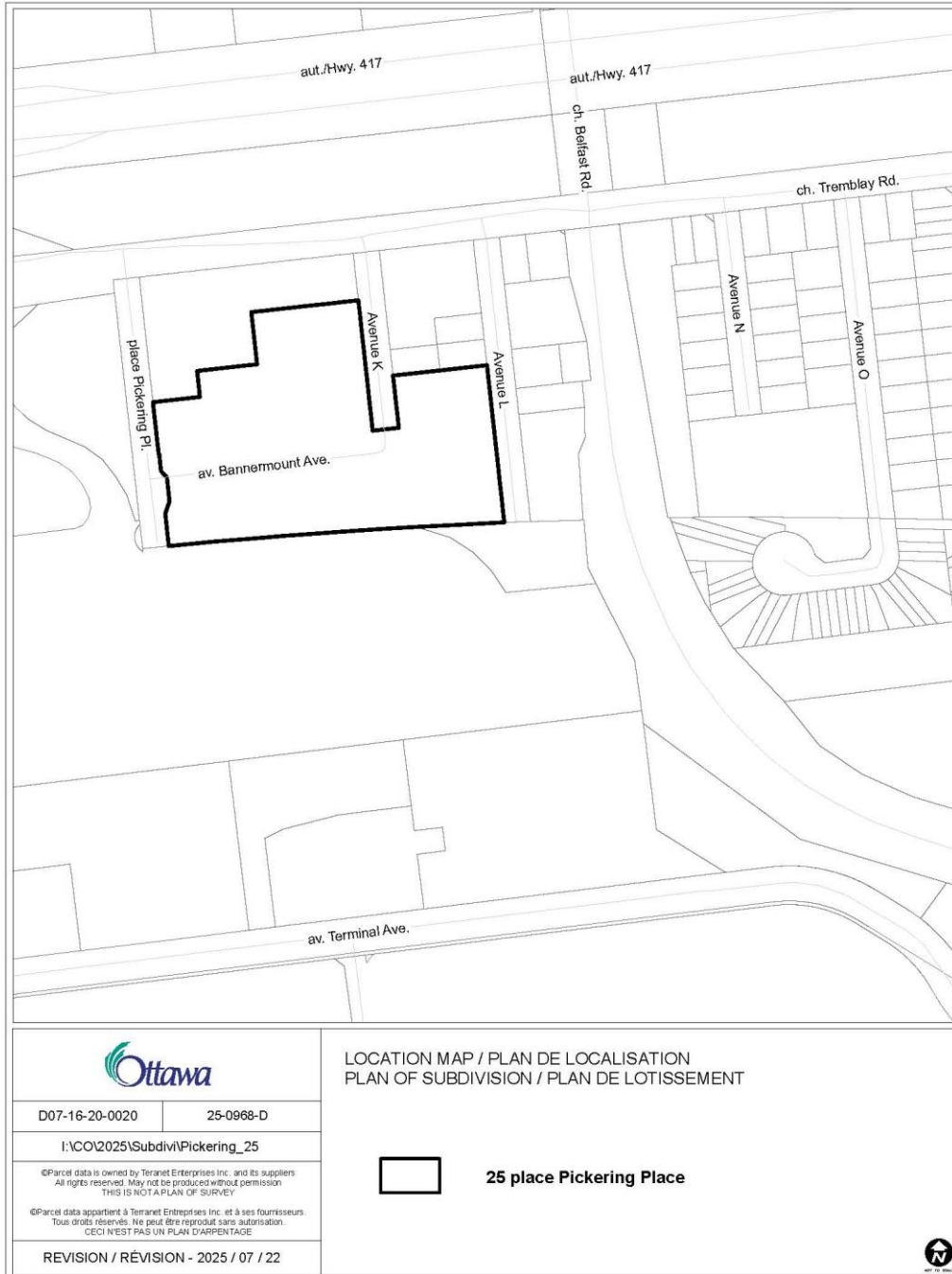
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

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

Planning Operations, Planning Services to undertake the statutory notification.

## Document 1 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca)





**Document 2 Noise By-law being By-law 2017-255**

Addition of site-specific provision

“In respect of the property known as 200 Tremblay Road (Ottawa Train Station), in any instance of noise levels on the property known as 25 Pickering Place, or successor addresses (Bannermount Avenue, Avenue K etc), a violation of this by-law will not be held to have occurred. Stationery and transportation noise sources at 200 Tremblay Road do not exceed those permitted by the Class 4 designation of 25 Pickering Place”.