

# Pinecrest and Queensview Stations Secondary Plan

## L'Étude du Plan secondaire de la station Pinecrest et de la station Queensview



June 21, 2022  
Virtual Public Open House  
21 juin, 2022  
Une séance portes ouvertes



# Zoom Participation Protocol

## Protocole en place pour les réunions sur Zoom

1. All participants are automatically on mute during presentation.

2. If you have a question you can submit those through the chat function to the “Questions for Charmaine”

3. If you have any IT questions, you can send them to the IT help option.

1) Tous les participants seront automatiquement placés en mode silencieux pour la présentation.

2) Pour poser une question, utilisez la section Questions pour Charmaine dans l'espace de clavardage.

3) Si vous avez une question technique, vous pouvez l'envoyer par l'intermédiaire de l'option de dépannage prévu à cet effet.



# Land Recognition

Ottawa is located on unceded territory of the Anishinabe Algonquin Nation.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia.

Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people.

Ottawa's indigenous community is diverse, representing many nations, languages and customs.

The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

# Reconnaissance territoriale

Ottawa est située sur un territoire non cédé de la nation Anishinabe algonquine.

Les peuples de la nation Anishinabe algonquine vivent sur ce territoire depuis des millénaires.

Aujourd'hui, Ottawa compte environ 40 000 membres des Premières Nations, Inuits et Métis.

La communauté autochtone d'Ottawa est diverse et représente de nombreuses nations, langues et coutumes.

La Ville rend hommage au territoire des premiers peuples, ainsi qu'à l'ensemble des membres des Premières Nations, des Inuits et des Métis d'Ottawa, de même qu'à leurs précieuses contributions passées et présentes à ce territoire.

# Agenda

- ☐ Welcome and introductions
- ☐ Purpose, context and study background information
- ☐ Preliminary draft recommendations and Poll Everywhere questions
- ☐ Next steps and timeline
- ☐ Questions & answers

# Ordre du jour

- ☐ Mot de bienvenue et présentations
- ☐ Reconnaissance du territoire et points administratifs
- ☐ Intention et contexte
- ☐ Recommandations provisoires préliminaires et sondage Poll Everywhere
- ☐ Prochaines étapes et échéancier
- ☐ Questions et réponses

## Introductions - City of Ottawa

Name	Position title	Role
Peter Giles	Planner, Policy Planning, Project Lead	Presenter
Robin van de Lande	Planner, Policy Planning	Presenter
Jocelyn Cadieux	Planner, Policy Planning	Presenter
Councillor Kavanagh	Ward 7 Councillor	Observer
Councillor Chiarelli	Ward 8 Councillor	Observer

# Participate throughout the meeting



1. On your phone or internet browser: [pollev.com/Ottawa](http://pollev.com/Ottawa)
2. Login. Your name will not be shown.
3. Answer the questions as they appear on your device. It will change automatically when the question changes during the presentation

1. Sur votre téléphone ou votre navigateur internet, allez sur [pollev.com/Ottawa](http://pollev.com/Ottawa)
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3. Répondez aux questions telles qu'elles apparaissent sur votre appareil. Il changera automatiquement lorsque la question changera pendant la présentation.

# Policy Context: new Official Plan

- New Official Plan (OP) approved by City Council in late 2021 and currently awaiting approval from the Province
- Vision: to become the most liveable mid-sized city in North America
- Big 5 Moves:
  - Intensification
  - Sustainable transportation
  - Urban design
  - Environmental, climate and health resiliency
  - Economic development



# Policy Context: Growth in new Official Plan

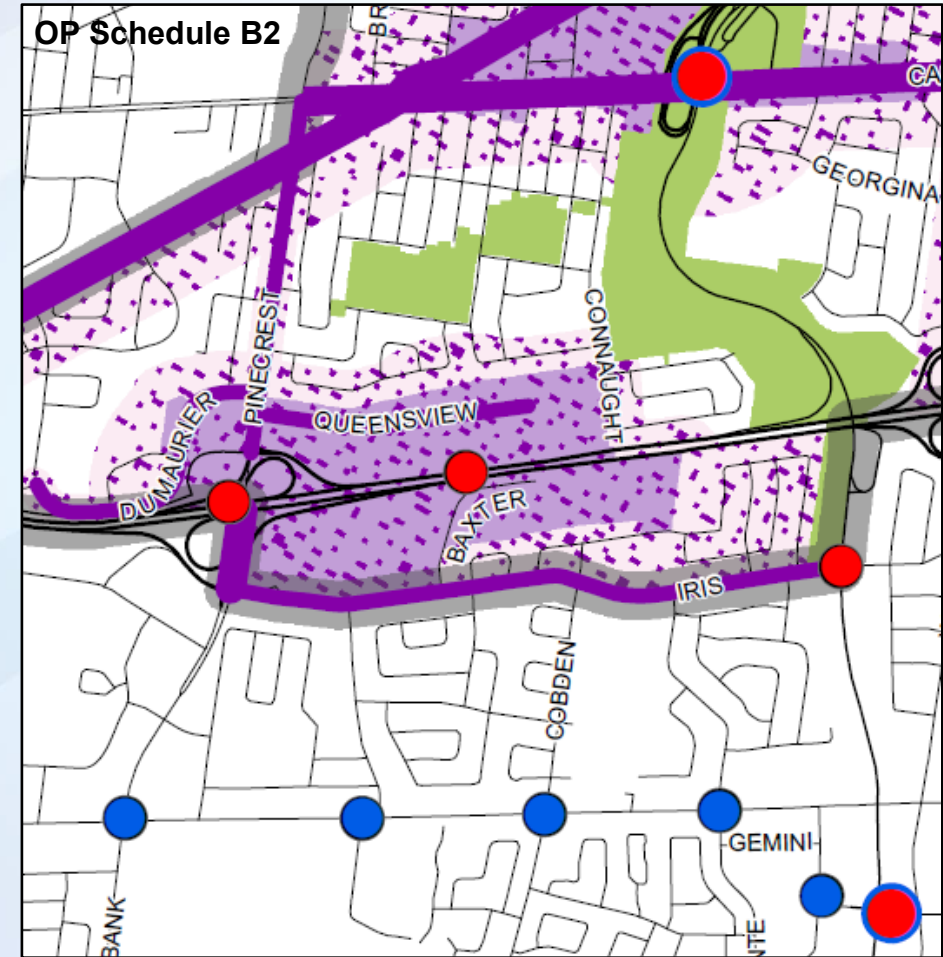
- City is expecting to grow by approximately 402,000 people over the next 25 years
- New Official Plan (OP) growth management strategy directs the majority of this growth to intensification (47% urban, 46% greenfield, 7% villages)
- Intensification target is for 92,000 new residential dwellings:
  - 49,000 large-household ground-oriented
  - 43,000 small-household apartments
- Growth through intensification is primarily directed to Hubs, Corridors and Neighbourhoods near rapid transit





# Policy Context: Study Area Highlights

- O-Train Stations: Pinecrest and Queensview stations, plus proximity to Lincoln Fields and Iris stations
- Identification of Baseline bus rapid transit station locations
- City Council declaration of Housing & Homelessness and Climate emergencies
- Pinecrest-Queensview Hub and Protected Major Transit Station Area (Section 6.1 in new OP)
- Mainstreet Corridors: Carling, Richmond, Greenbank (6.2)
- Minor Corridors: Pinecrest, Dumaaurier, Queensview, Iris (6.2)
- Evolving Overlay (5.6): generally within 150m of a Hub or Mainstreet and 400m radius of a rapid transit station (note: also applies between Iris and Baseline in Schedule B3)



# Study Area Context

- Established low-rise neighbourhoods undergoing rapid change – e.g. intensification in Queensway Terrace North
- Large properties near new O-Train stations with significant development potential
- Parts of the study area facing important connectivity and liveability challenges related to Highway 417, arterial roads, street network and property sizes



# Why a Secondary Plan?

- Purpose of a Secondary Plan is to fine-tune Official Plan policies to respond to local conditions
- Consult with the public and stakeholders
- Determine minimum and maximum building heights
- Provide direction for future public capital projects and improve connectivity, parks and the public realm
- Clarify City expectations and improve predictability of development outcomes



# Matters outside the scope of a Secondary Plan

- Direct programs or budgeting matters (e.g. snow clearing)
- Building design details (e.g. materials and architecture)
- Affordable housing on private property (over and above Inclusionary Zoning)
- Initiate infrastructure projects (e.g. road re-construction)
- Pre-determine the outcomes of a design process (e.g. park details)
- Make recommendations on matters outside City jurisdiction (e.g. MTO noise walls along Highway 417)



# Draft Vision

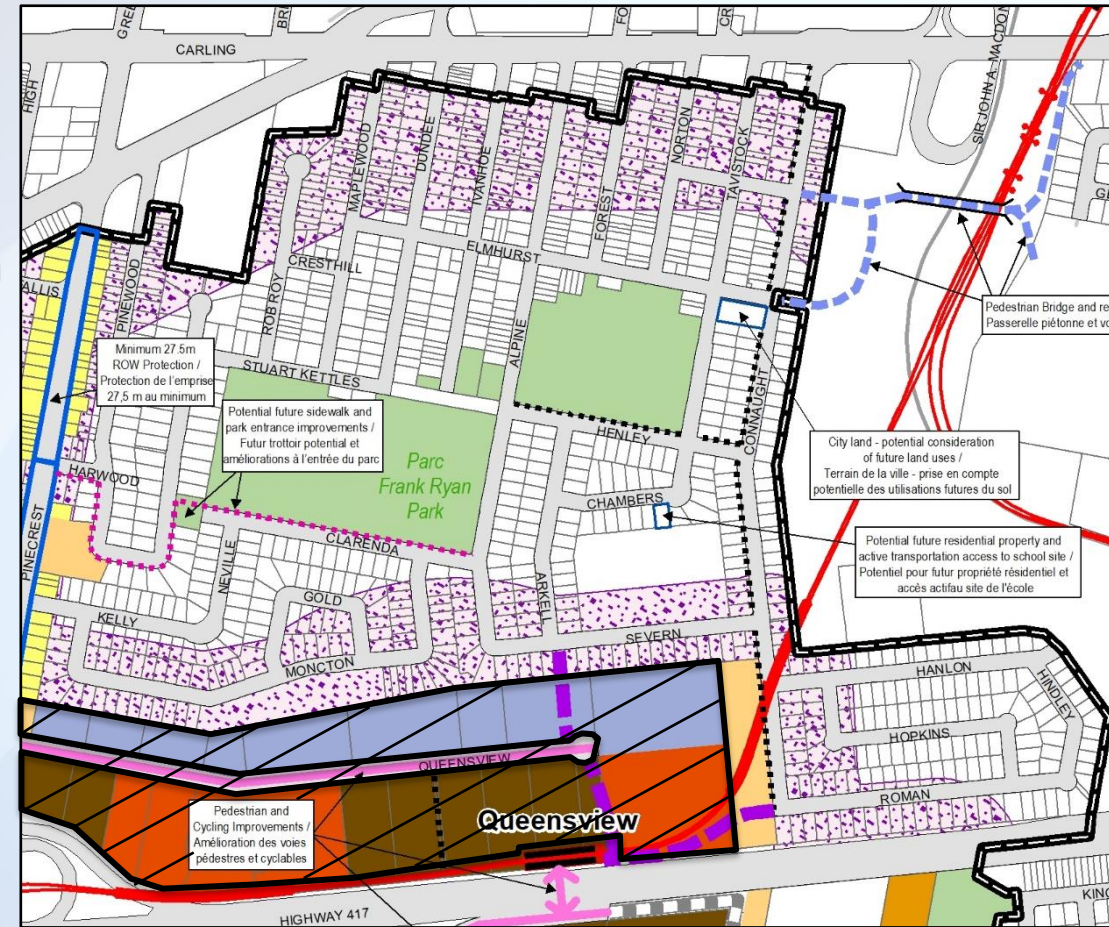
The Pinecrest and Queensview Stations Secondary Plan will guide intensification, connectivity, parks and public realm improvements in proximity to the new O-Train stations and improve the predictability of development outcomes for local residents, businesses and landowners.





# 1 - Queensway Terrace North

- Properties on and near Carling are proposed to remain low-rise in both Lincoln Fields and Pinecrest Queensview Secondary Plans.
- Evolving Overlay in new OP identifies general area where the new Zoning By-law will consider the potential to increase low-rise development permissions (up to a maximum of four storeys) to allow greater diversity and affordability of new dwellings.



## Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2  
Schedule A - Preliminary Draft Recommendations

PLAN SECONDAIRE - Volume 2  
Annexe A - Recommandations provisoires



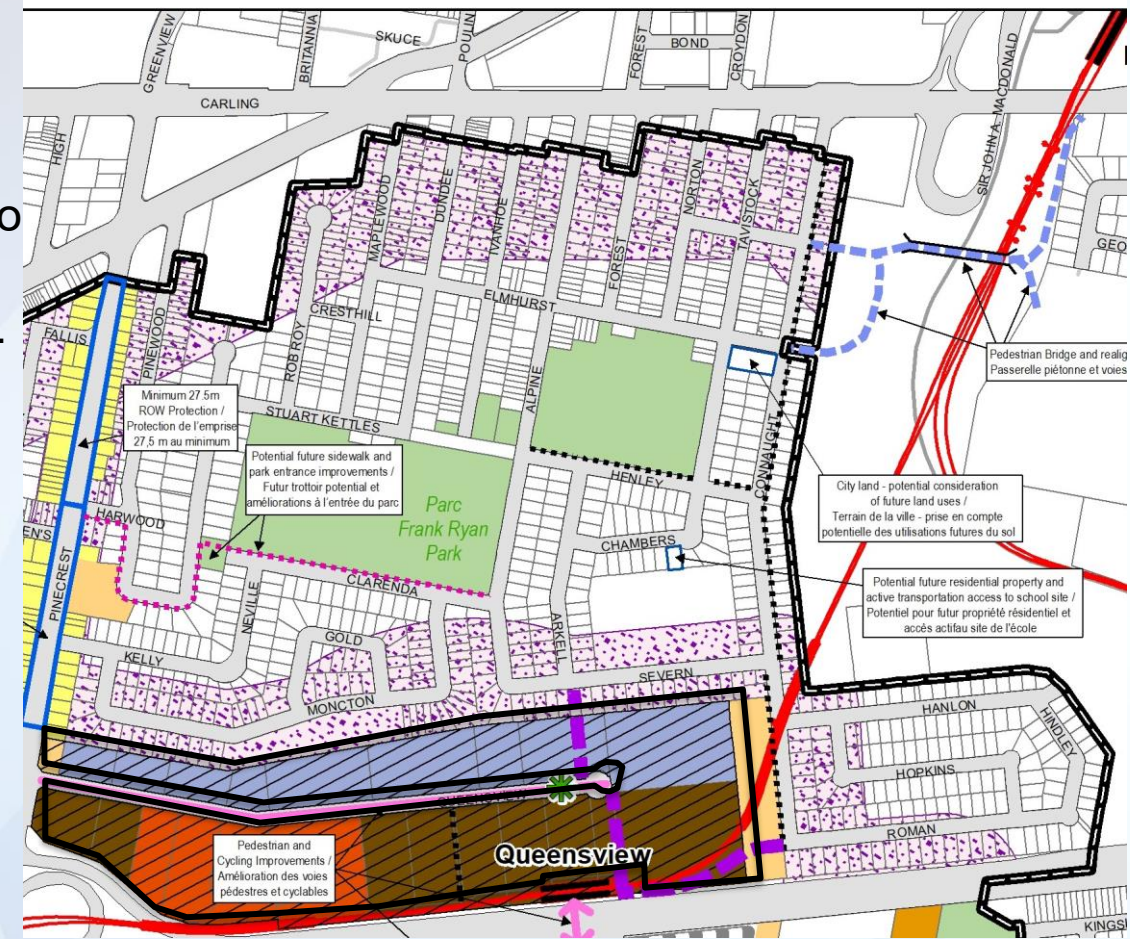
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	Low-Rise - 4 storeys / 4 étages
	Low-Rise with Evolving Overlay in Official Plan - possible increase to 4 storeys subject to future zoning study / Faible hauteur avec Affectation Supplémentaire de Quartier en évolution dans le Plan Officiel - augmentation possible à 4 étages sous réserve d'une future étude de zonage
	Mid-Rise / Moyenne hauteur - 6 storeys / étages
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	High-Rise / Grande hauteur - 30 storeys / étages
	High-Rise / Grande hauteur - 40 storeys / étages
	Maximum building heights determined by approximately 45 degree angular plane from Queensview Drive rear property lines / Hauteurs maximales des bâtiments déterminées par un plan angulaire d'environ 45 degrés à partir des lignes de propriété arrière de Queensview Drive

	Right-of-way protection / Protection d'une emprise
	Stage 2 LRT Connectivity Improvements / Améliorations apportées à la connectivité de l'Étape 2 du TLR
	Conceptual Future Street Network (exact location to be determined through future development application) / Réseau de rue futur conceptuel (l'emplacement exact à déterminer dans le cadre d'une future demande de développement)
	Future property line adjustments subject to road and interchange re-configurations
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	Future Sidewalk / Futur trottoir
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	Future MUP / Futur sentier polyvalent
	Proposed Active Transportation Connection / Connexion de transport actif proposée
	Park / Parc
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# 1 - Queensway Terrace North

- Opportunity to improve north access to Severn Ave Public School via Chambers Ave on OCDSB property (18.5m x 30.5m) with a new walkway block, multi-use pathway and development parcel.
- Potential new sidewalks (Pinecrest-Harwood-Clarenda) and improved south access to Frank Ryan Park.
- Active transportation connections to Queensview Station via Severn Ave and Connaught Ave (Stage 2 LRT projects).



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## Are there other opportunities in QTN?

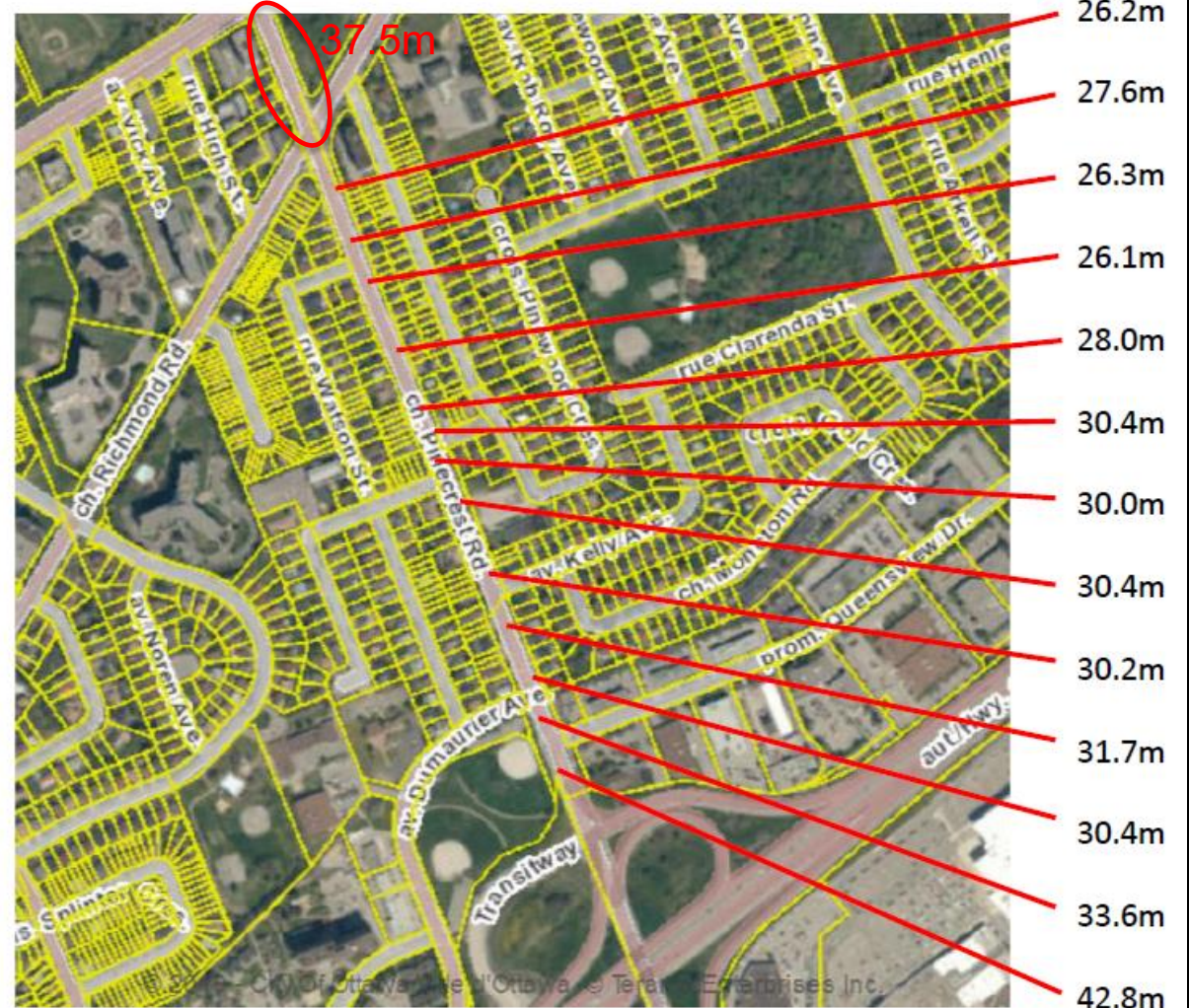
- Consolidate the 3 different parks, to one bigger better nicer park please. We already have tiny parks where kids don't want to go.
- More green space, especially if bus barn is going to be removed
- Co-housing; seniors congregate housing on large lots near LRT stations
- Are people exiting from Pinecrest station expected to cross east at Pinecrest Road at street level or will a tunnel be built?
- Traffic calming through narrower roads (reduce road allowance through adding sidewalks)
- main street / retail / restaurant on Queensview - potentially first floor of buildings
- Sound mitigation from Queensway
- Stop signs along with speed bumps to slow cars along Connaught with new sidewalks.
- Low rise apartment to add a mix of unit types in the neighborhood
- Connection to Whitehaven, big lots, very close to Queensview
- Huge sound issues from 417 at southern edge of community.
- More intensification around park borders, less along side streets or only on half (eg, Moncton, Severn on south not north side)

## 2 - Pinecrest Rd right-of-way

**Objective:** determine appropriate right-of-way (ROW) protection to allow for future active transportation improvements (e.g. cycle tracks) while minimizing property impacts

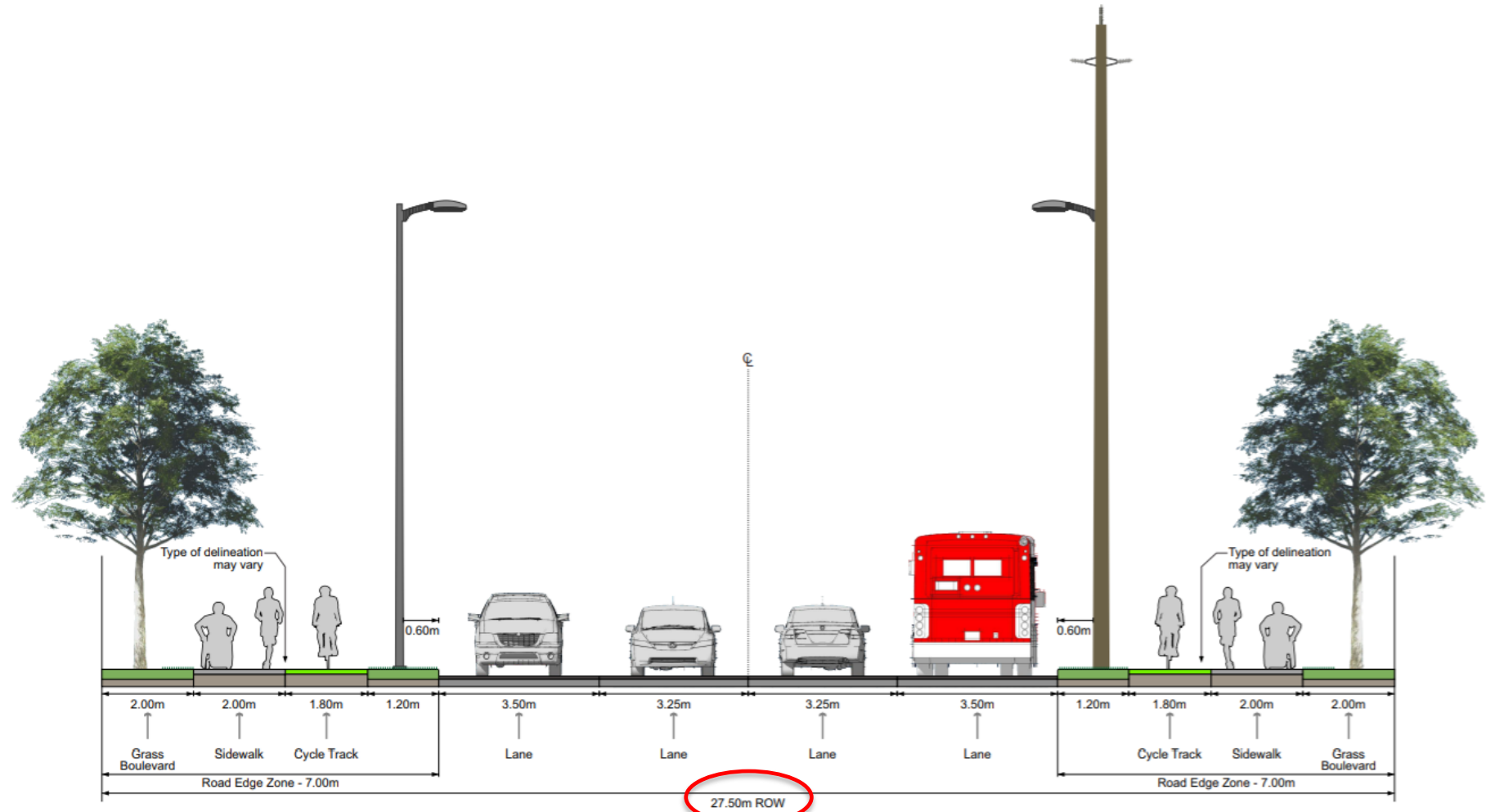
- Highly variable ROW widths between Richmond Rd and Queensview Dr
- Existing ROW Protection on Schedule C16 of new OP for Pinecrest is only from Carling to Richmond (37.5m)

Pinecrest Rd ROW Widths: Richmond to Queensview



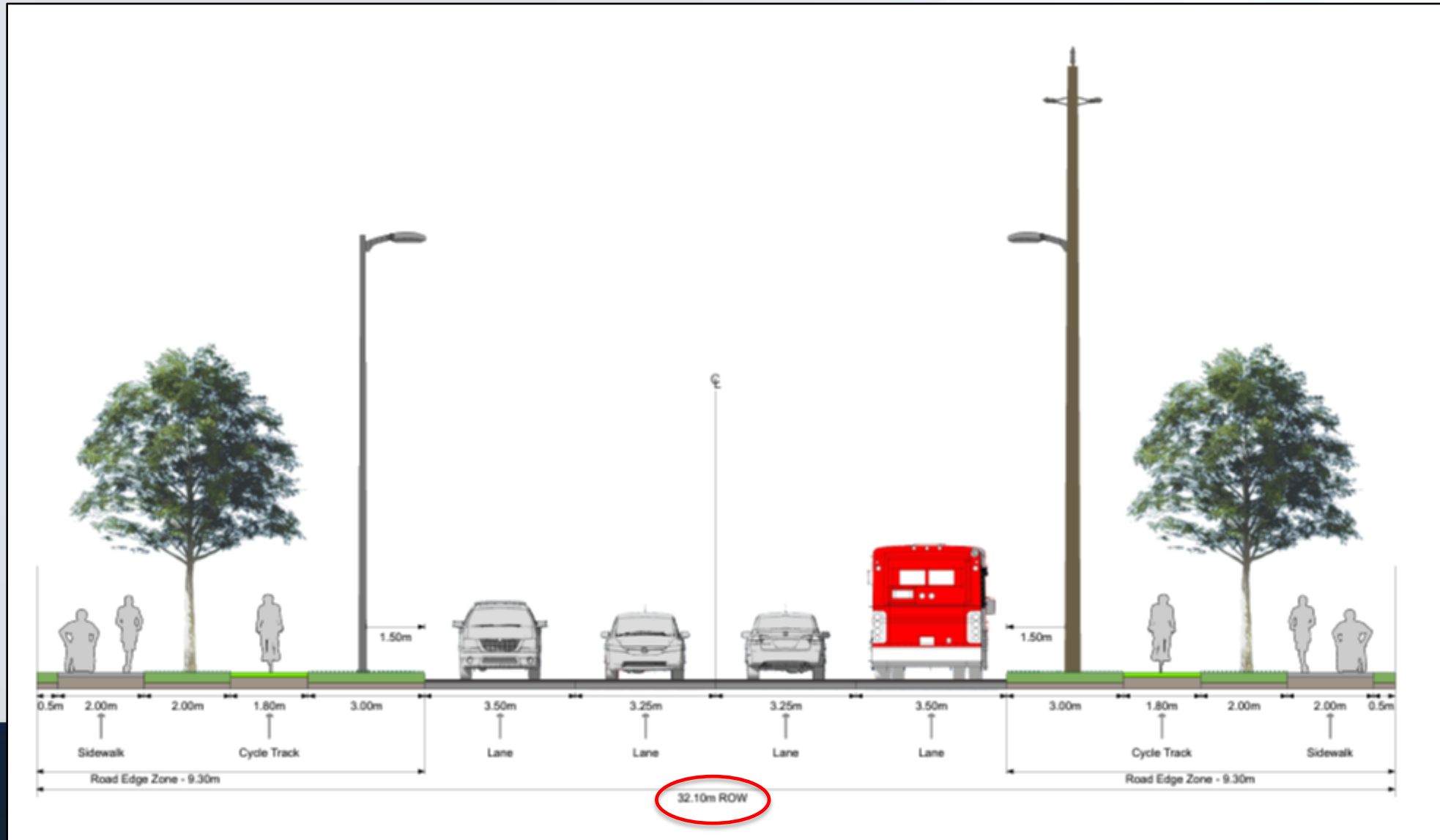
## 2 - Pinecrest Rd right-of-way: 27.5m arterial road cross-section

### 4 - Cycle Tracks, Narrow Boulevard





## 2 - Pinecrest Rd right-of-way: 32.1m arterial road cross-section



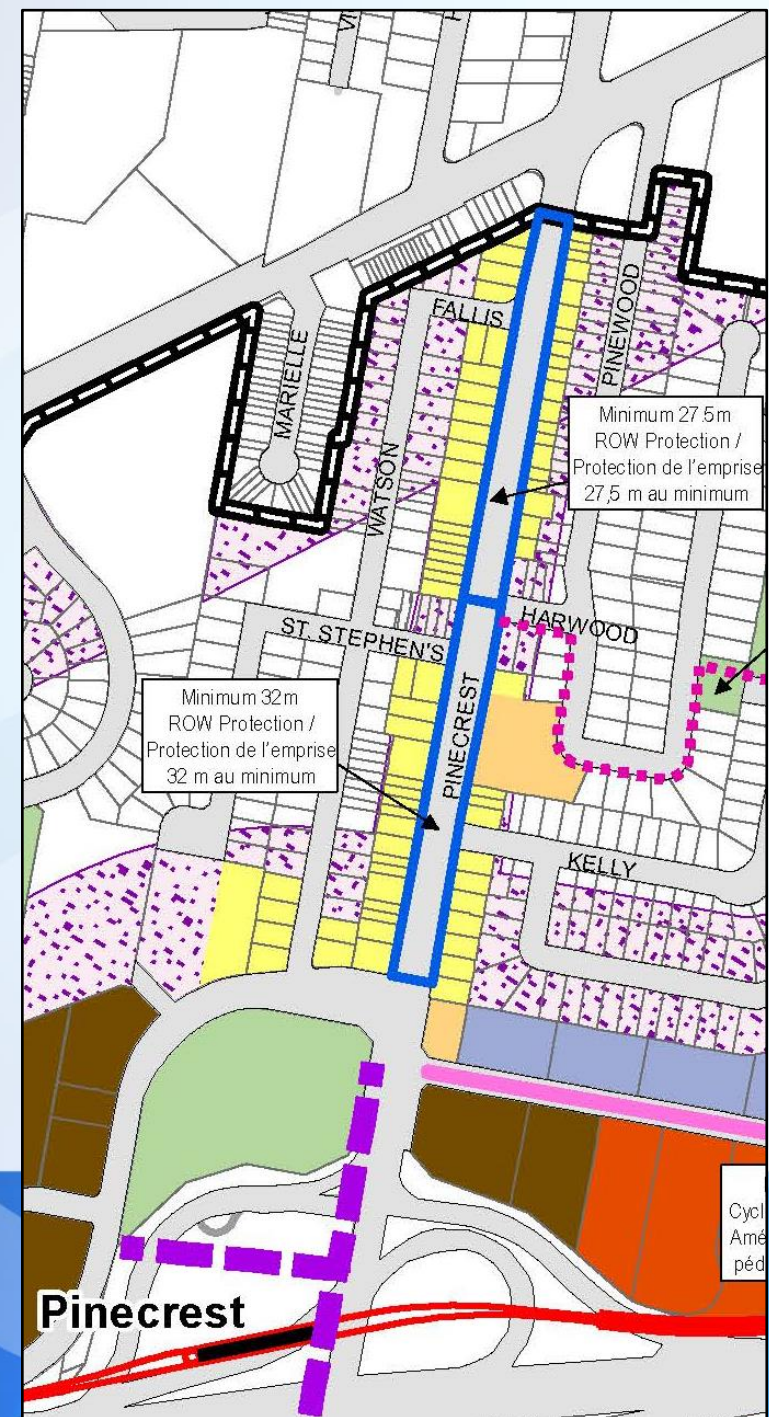


## 2 - Pinecrest Rd right-of-way

- Add new ROW protections to Schedule C16:
  - 27.5m\* between Richmond Rd and Harwood Ave
  - 32m\* between Harwood Ave and Queensview Dr

\*subject to adjustments pending results of separate ongoing transportation study

- Approximate property impacts of 0 - 1.0m per side of Pinecrest Rd
- Recommend an east-west controlled pedestrian crossing on Pinecrest Rd upon reconstruction

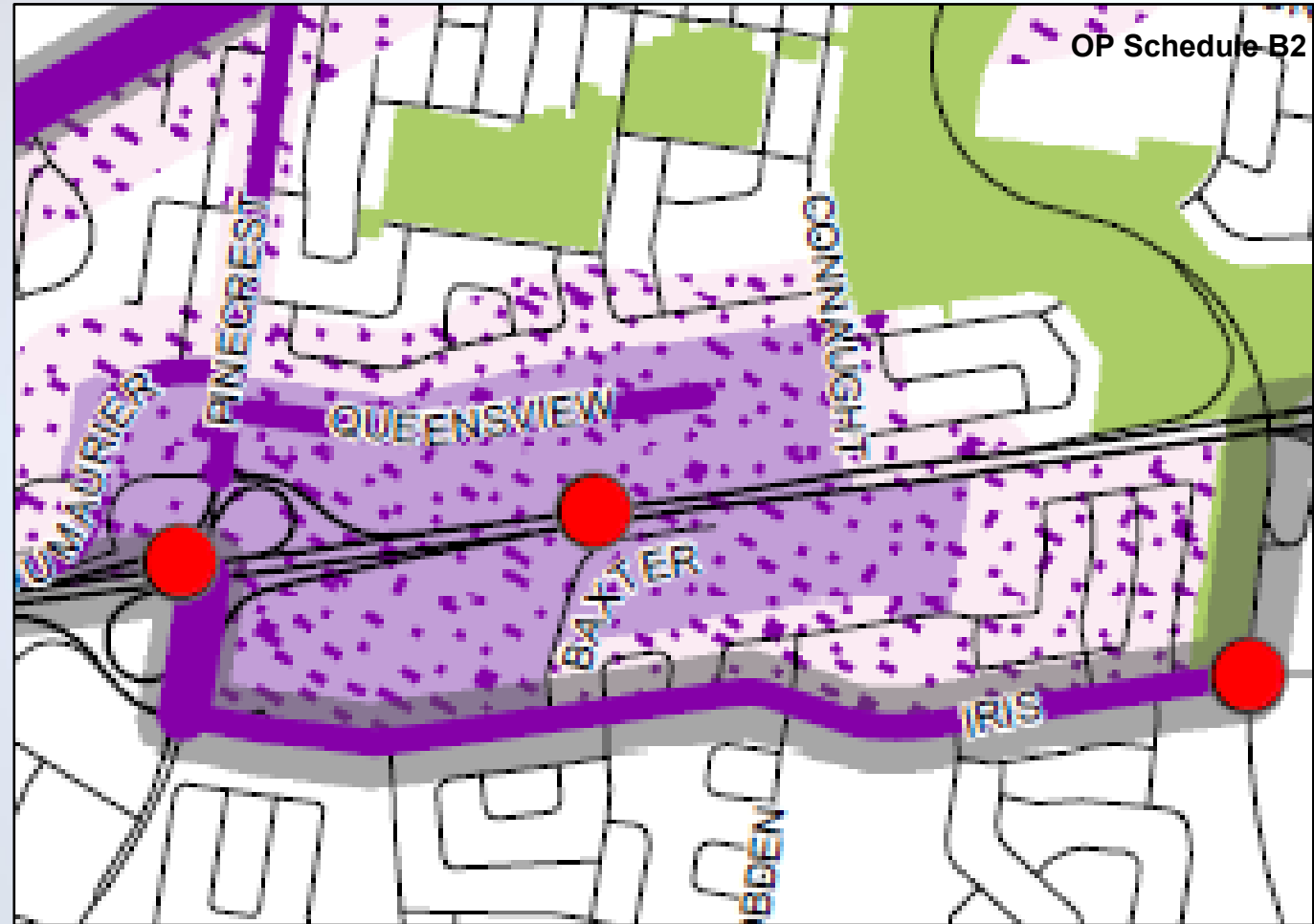


# Are there any concerns with this approach to Pinecrest Road?

- Please allow mini corner/side street stores within the residential neighbourhood again.
- Has the sidewalk on Connaught been moved to the west side vs east that was previously decided on?
- There should be a spot for a kiss & ride for Pinecrest Station. If there isn't a specific parking lot for this, please designate 2-3 parking spots on Pinecrest Road for this, like near McCowan Station / Scarborough Town Centre in Toronto. If you don't designate one, people will still do it anyway.
- How will any changes affect residents living on Pinecrest and trying to access their driveways? I don't envy them trying to enter and exit.
- Reducing the number of lanes on an arterial is foolish
- If Queensview is intensified it will increase traffic
- How does this relate to the current pilot project on Walkely Road to reduce it to two lanes to reduce speeds and enhance safety?
- Province had previously considered this to have commercial on it, consider opportunities to rezone and intensify on the borders instead of in the core
- We need both the North and South crossings at Pinecrest and the 417 highway ramp, to be 4-way pedestrian crossings, not just the current 3-way.
- Pinecrest road is a hazard when turning left - any safety improvements would be appreciated.
- With this new plan, a light at Harwood will be even more necessary.

### 3. Queensview Drive

- New OP Schedule B2:
  - Hub
  - Minor Corridor
  - Evolving Overlay
  - Protected Major Transit Station Area (PMTSA) with density targets and Inclusionary Zoning requirements
- Hub policies prevail over Minor Corridor for building heights
- Zoning will remain IL until the new Zoning By-law is completed or site-specific re-zoning



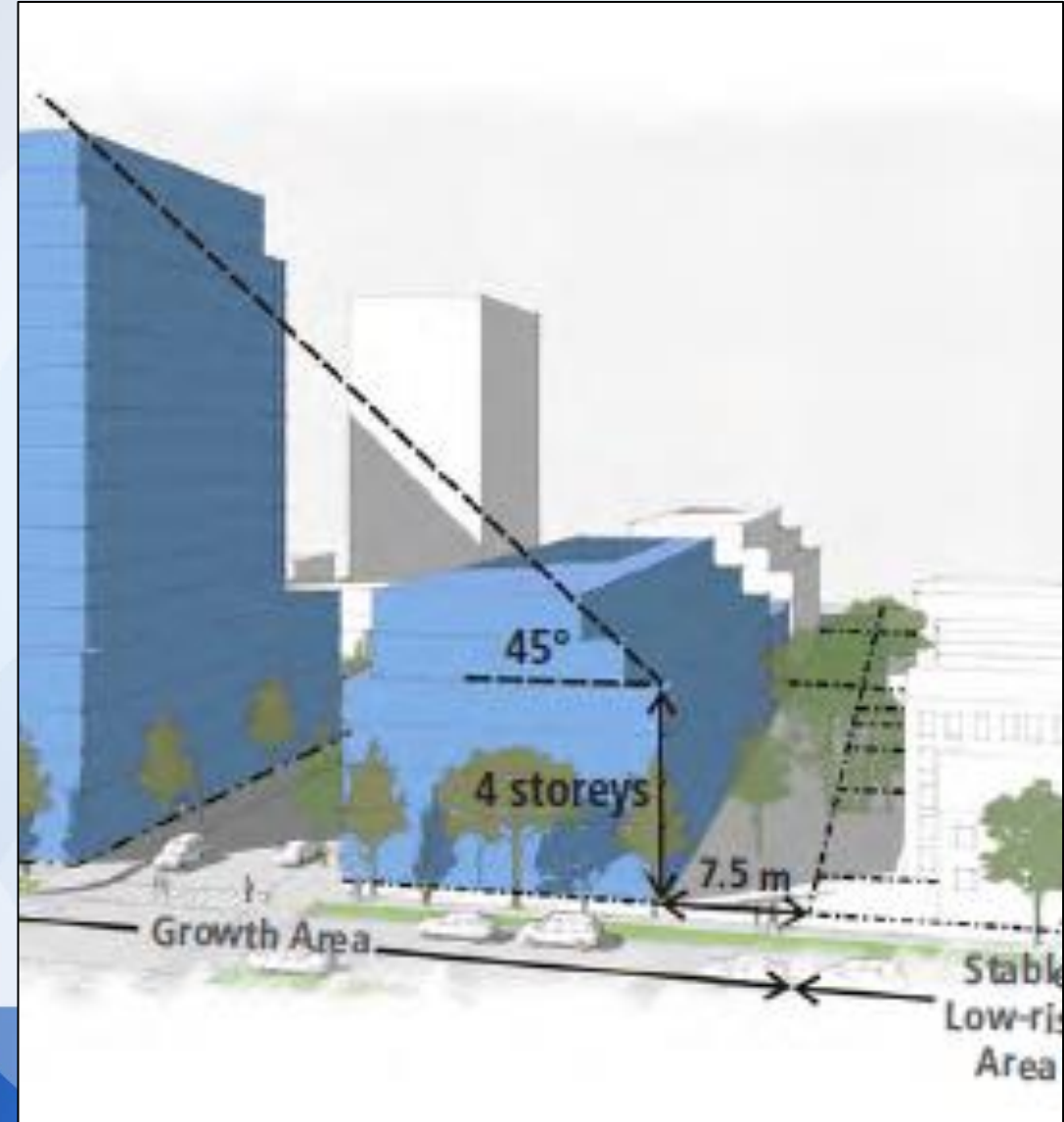


### 3. Queensview Drive

**Objectives:** determine a maximum building height and land use strategy that includes:

- Appropriate building height transitions to abutting low-rise residential that considers variable lot depths along the north side of Queensview Dr
- Variation in the skyline, particularly on the south side of Queensview Dr
- Mix of land uses with neighbourhood amenities (e.g. coffee shops, daycare) and a new public park
- Improve active transportation facilities (24m ROW protection)

#### Urban Design Guidelines for High-Rise Buildings



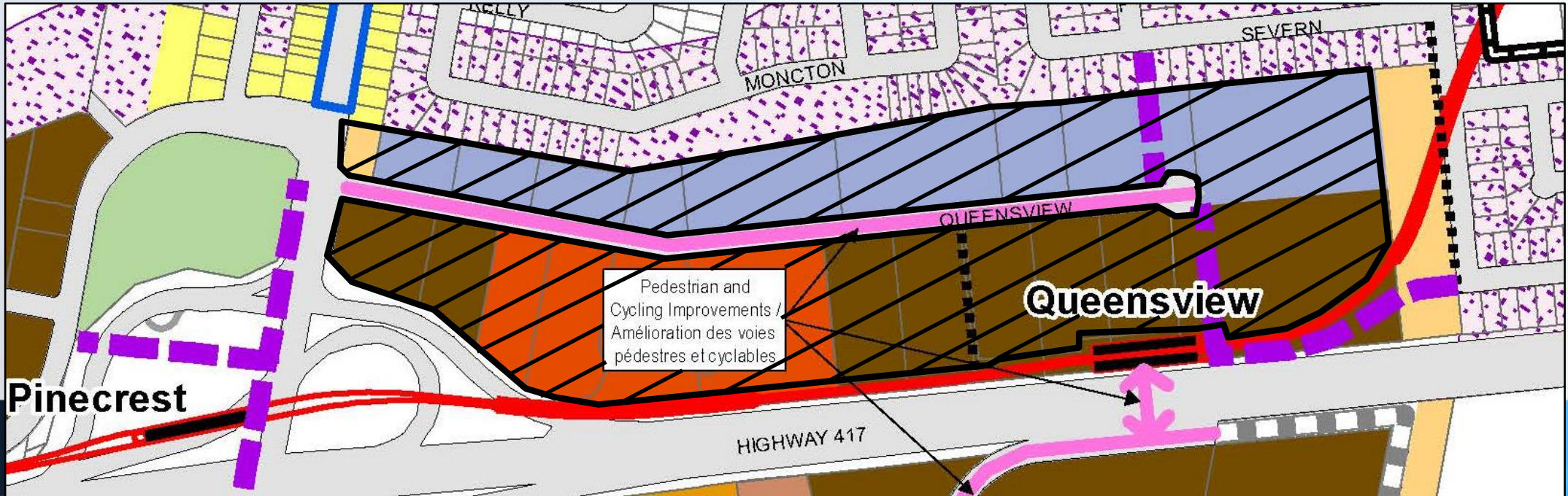


### 3. Queensview Drive

- New OP Table 3A: minimum density targets for Pinecrest-Queensview Hub/PMTSA will not apply to properties on the north side of Queensview Dr
- Land use: mixed-use permissions along Queensview Dr with requirement for active frontages (i.e. doors to the street) and potential requirement for some non-residential land uses at-grade in new developments
- Policy support for a future recreation centre at 2550 Queensview (OC Transpo garage)
- 24m ROW to ensure that upon reconstruction there will be sufficient space for sidewalks on both sides and cycle tracks (note: TMP consultation has identified cycling facilities on Queensview Dr as a candidate project)
- New public park on Queensview Dr – location to be determined

### 3. Queensview Drive: maximum building heights

- On the north side of Queensview Dr: recognize variability of property depths and determine maximum height based on approximate 45 degree angular plane as measured from rear property line of Queensview properties (i.e. mid-rise to modest high-rise – blue colour).
- On the south side of Queensview Dr: up to 40 storeys closest to O-Train stations in keeping with new Official Plan (5.2.3) and beyond that up to 30 storeys.
- Building heights are subject to a transportation study (black hatching)



# Are we missing any considerations for Queensview Drive?

- Rec centre is amazing
- I don't want tall buildings. Period.
- Mitigation of light pollution from high rises needs to be addressed. The four storey office building on Queensview keeps its lights on all night, shining into homes. What will the City do to protect residents from light pollution?
- will the city consider climate ( sustainability features) and affordable housing for the new housing
- No to parking garages, ban them on this Rd in the secondary plan
- Coffee shop too
- Algonquin College put a pub in their new rec centre (ado has a bowling alley)!
- What happens when density is undermined by places already rebuilt to very low density
- Sidewalks on both sides of Queensview are needed for safety of residents and employees and customers.
- Will the 30-40 story housing projects incorporated
- pub in the rec center!!
- Don't pick a double left hand turn over safe cycling infrastructure.
- What more can be done to buffer residents at the southern end of Queensview from high rise development and increased noise on Queensview?
- Is the city planning to approve 30-40 story condos or will the city subsidize affordable mixed income rentals for families.



## 4. Pinecrest Station Lands

**Objective:** provide high-level guidance for the long-term redevelopment of these lands:

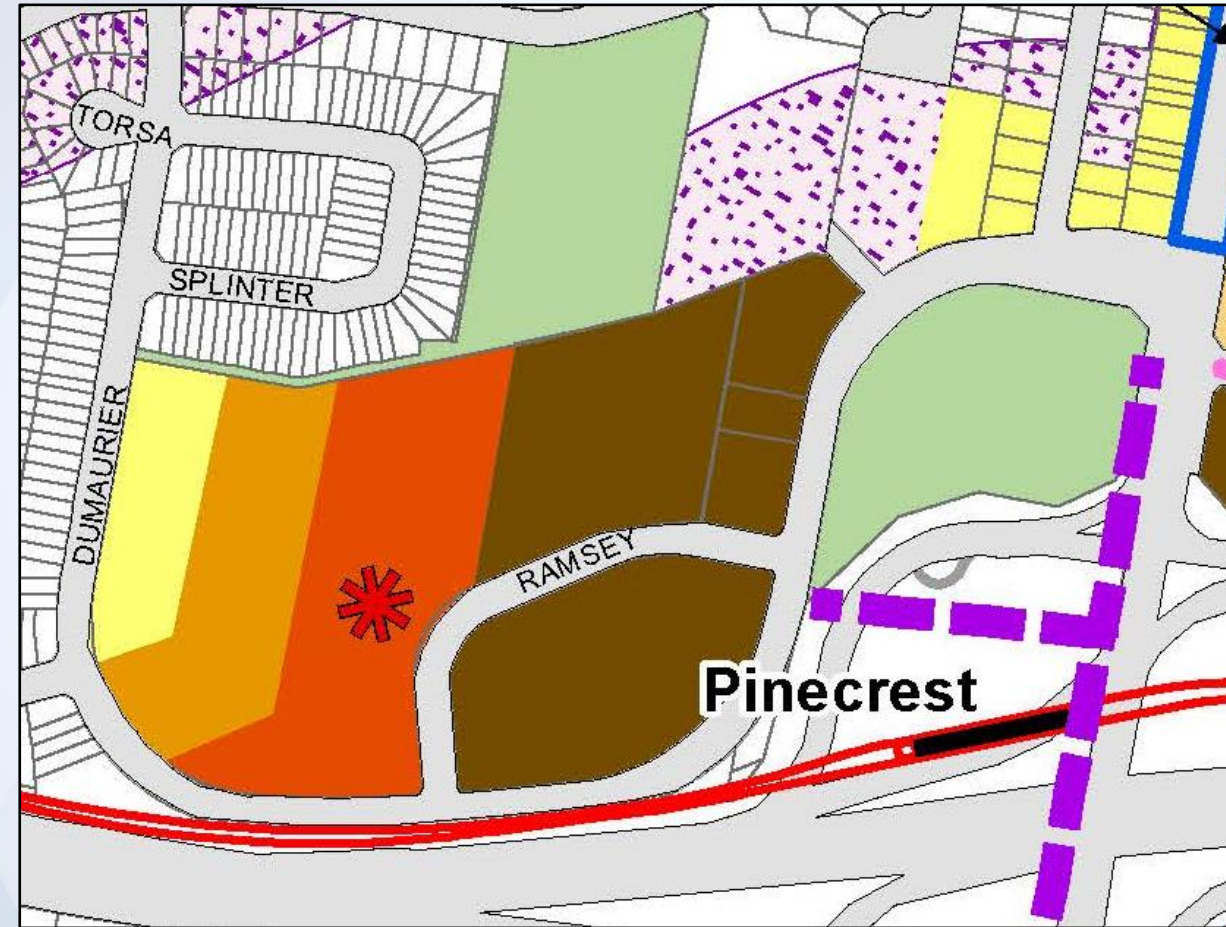
- Large properties north and west of Pinecrest Station are mostly publicly owned: MTO, City of Ottawa, Ottawa Community Housing (OCH)
- City is pursuing the acquisition of MTO lands from province
- Former landfill: shallow fill capped with clay and low methane readings suggest it could potentially be developed
  - Would need to re-locate ball diamonds and maintain some parkland





## 4. Pinecrest Station Lands

- Maximum building heights up to 40 storeys closest to Pinecrest Station
- Gradient of heights over OCH Foster Farm lands, ranging from a maximum of 40 to 4 storeys – but will require connectivity and park improvements (to be determined)
- Paroisse St-Remi (2821 Dumaurier) is on the Heritage Register – suggesting only the eastern portion of the site would see maximum building heights increased to four storeys
- South end of Watson St: four storeys permissions to allow denser low-rise infill close to rapid transit

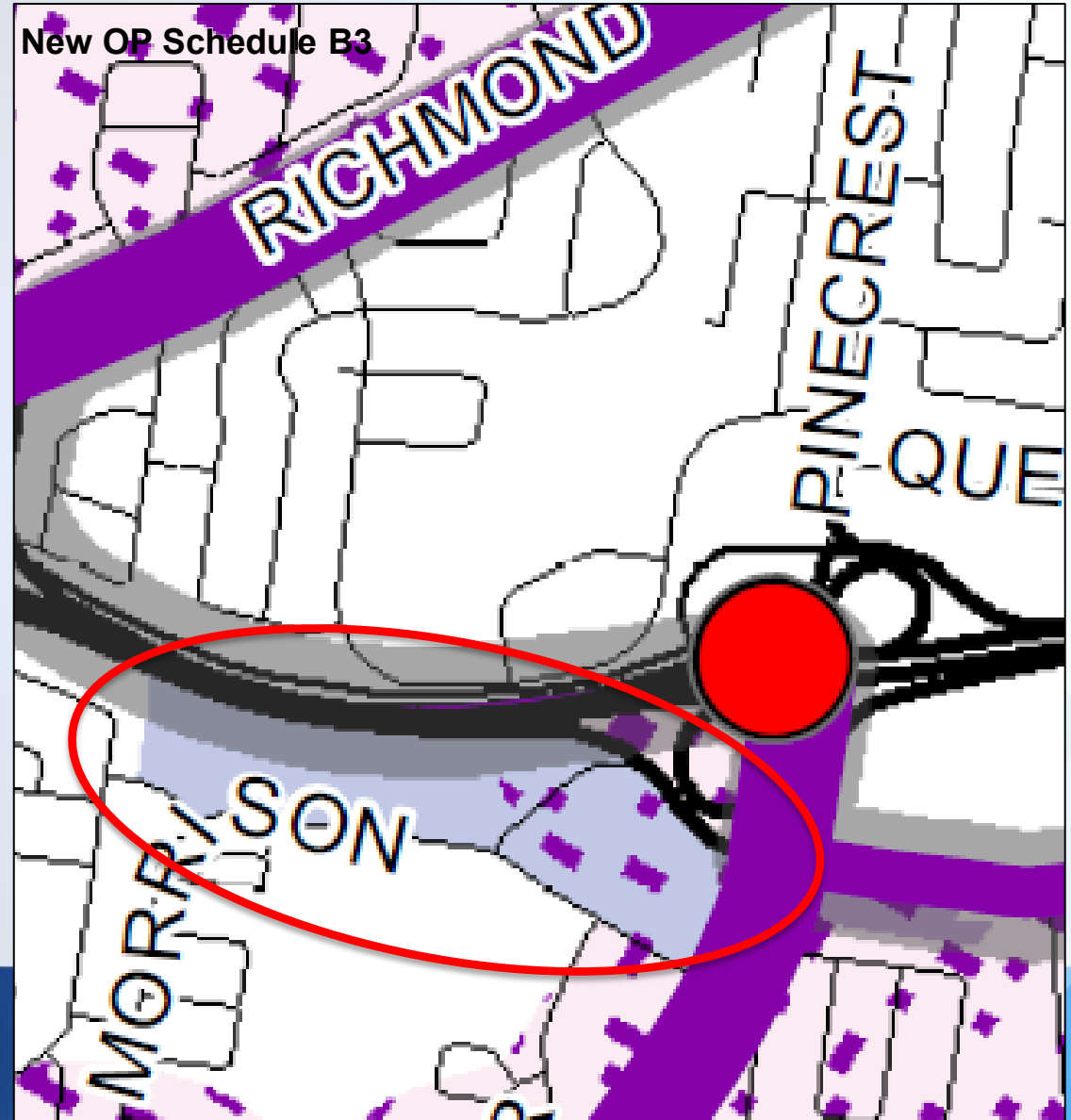


# Are there other opportunities near Pinecrest Station?

- Drop the beg buttons
- Good points on different fields. Maybe a soccer field at the new park / rec centre on Queensview.
- Extend cycling from queensview, perfect east-west connection to ncc mup
- More parkland needed such as a sports field
- A new school will be required to support the thousands of new students in these new builds. Hopefully the city will make this part of the permit approval.
- It's a food desert in need of a grocery store
- 4-way pedestrian crossing at Pinecrest and the highway ramp, instead of the current 3-way crossing please!
- A place for station drop off. Difficult to get dropped off currently.
- Too much baseball in bay ward, have to drive everywhere for other sports
- Are we taking away public rec areas ie ball diamonds to build high rises?
- This area desperately needs a grocery store
- Should show density on ball diamonds (relocate) and MTO site
- A pub in the rec center!
- Change the baseball field to soccer
- Grocery store, ask the community about parkland, possibly reorient the street and extend the other park to make up for any losses to ball diamonds

## 5. Morrison Drive

- Previously General Urban in last OP
- Designated Mixed Industrial in new OP
- As part of the work on the new Zoning By-law, additional non-residential uses could be permitted in the Evolving Overlay
- No substantial changes anticipated at this time





# Are there other opportunities for Morrison Drive?

- Lots of great businesses there, reach out and see who wants to build up!
- Needs shopping opportunities for nearby residents
- Good place for density!! Office, res or mixed!
- Cycle infrastructure needed here too
- Safe connection to LRT station over the highway
- Intensification, as high as you can go, no shadowing of any houses it is ideal
- Medical centre for the increased population
- A cycle connection to Morrison from north and east is critical
- Trees and cycle tracks
- Virtual offices
- Fix that mess of a road that puts people on the highway exit

## 6. Greenbank Rd to Baxter Rd

### Objectives:

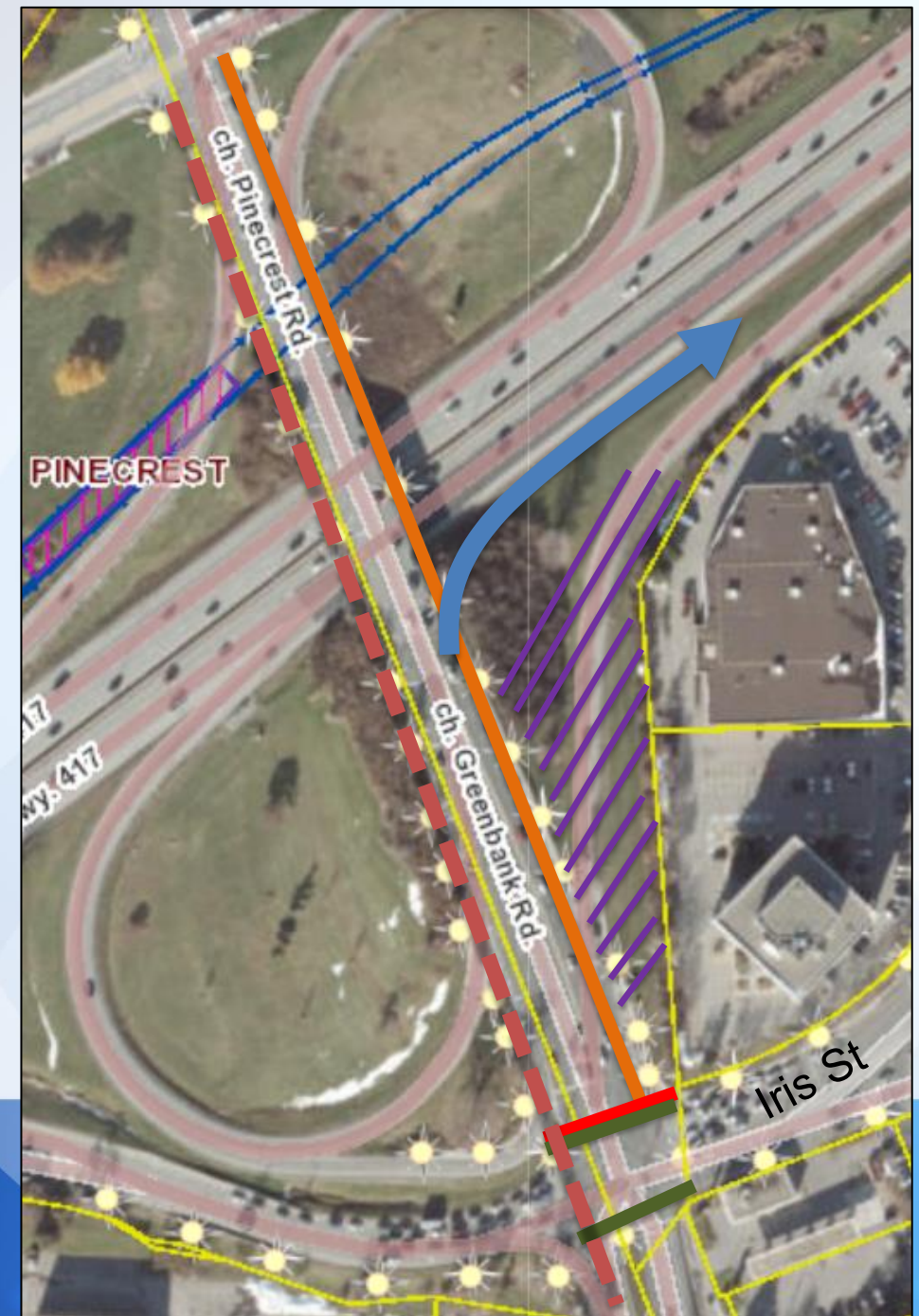
- Plan for better access to and improved connectivity through IKEA property
- Maximum height strategy for Greenbank / Iris and IKEA
- Active transportation improvements





## 6. Greenbank Rd to Baxter Rd

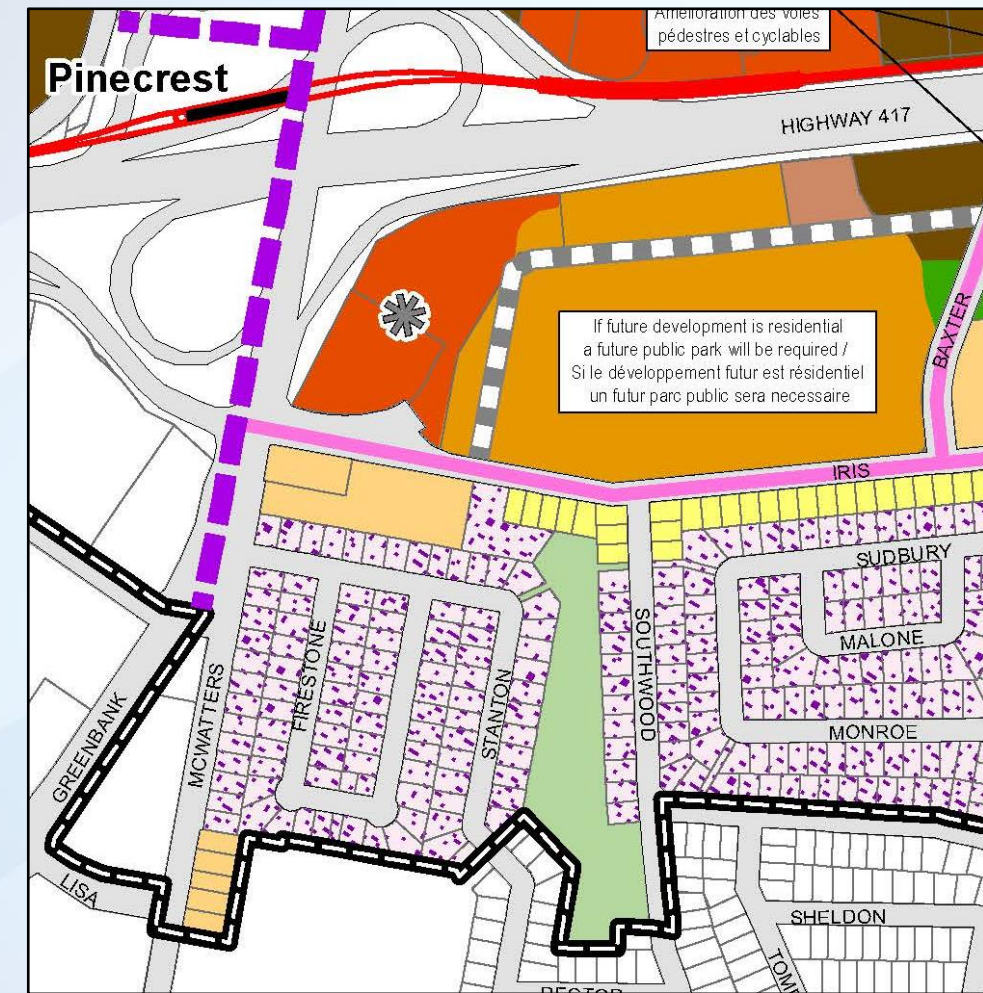
- Potential long-term improvements:
  - Improvements to Greenbank / Iris intersection:
    - North side east-west pedestrian crossing (red)
    - Cycling cross-rides to connect MUP on west side of Pinecrest (dashed red) to future cycling facilities on Iris (green lines)
  - Support for re-configuration of MTO Highway 417 interchanges to a more urban, land-efficient design (blue arrow) and dispose land to abutting landowners (purple hatched) for improved urban design along Greenbank and improved access to Pinecrest Station





# 6. Greenbank Rd to Baxter Rd

- Re-consideration of south-west access to 2735-2745 Iris and IKEA mall upon future development applications
- Potential property line adjustments based on access modifications and potential MTO ramp re-design (grey asterisk)
- Future cycling improvements on Iris and Baxter
- Consideration for future sidewalk on Southwood



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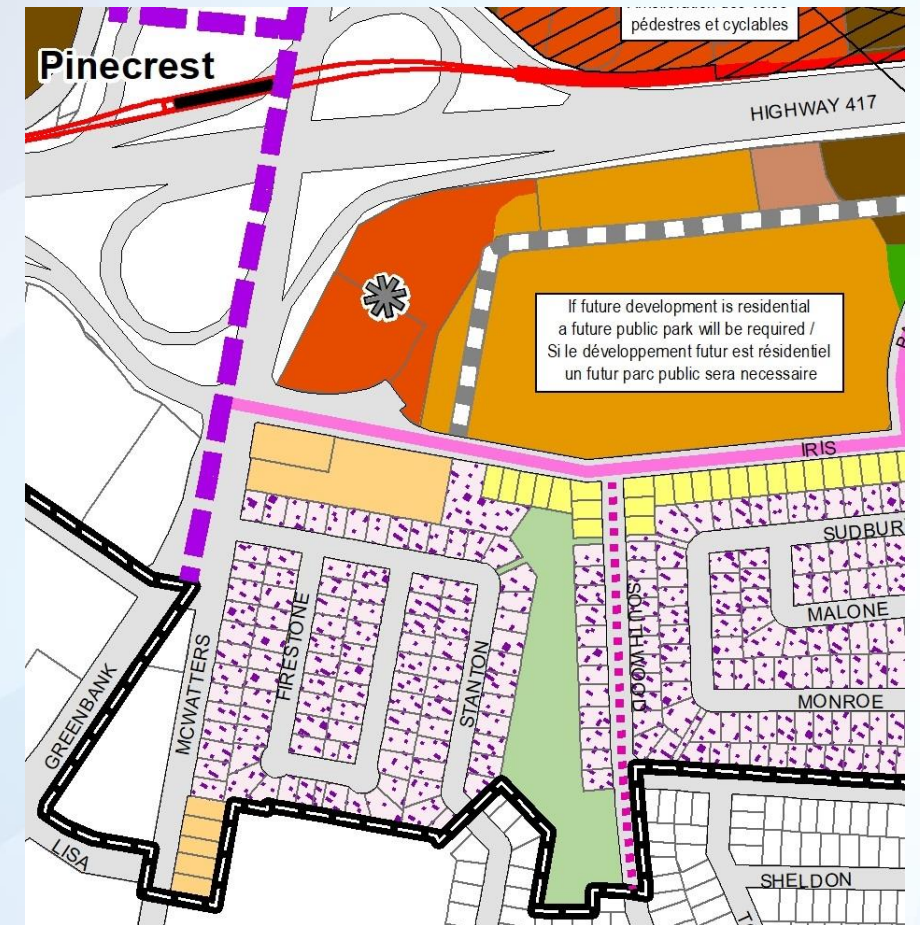
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# 6. Greenbank Rd to Baxter Rd

- Maximum building heights:
  - Up to 30 storeys at northeast corner of Iris/Greenbank subject to connectivity and access improvements
  - Mid-rise or up to 9 storeys over majority of IKEA site
  - Maximum 6 storeys at southeast corner of Iris/Greenbank and 1263-1291 McWatters (backing onto school site)
  - Maximum 4 storeys on most of Iris (Minor Corridor)
  - Maximum heights in Neighbourhood to be determined through the new Zoning By-law



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# Any other considerations for Greenbank/Iris/IKEA area?

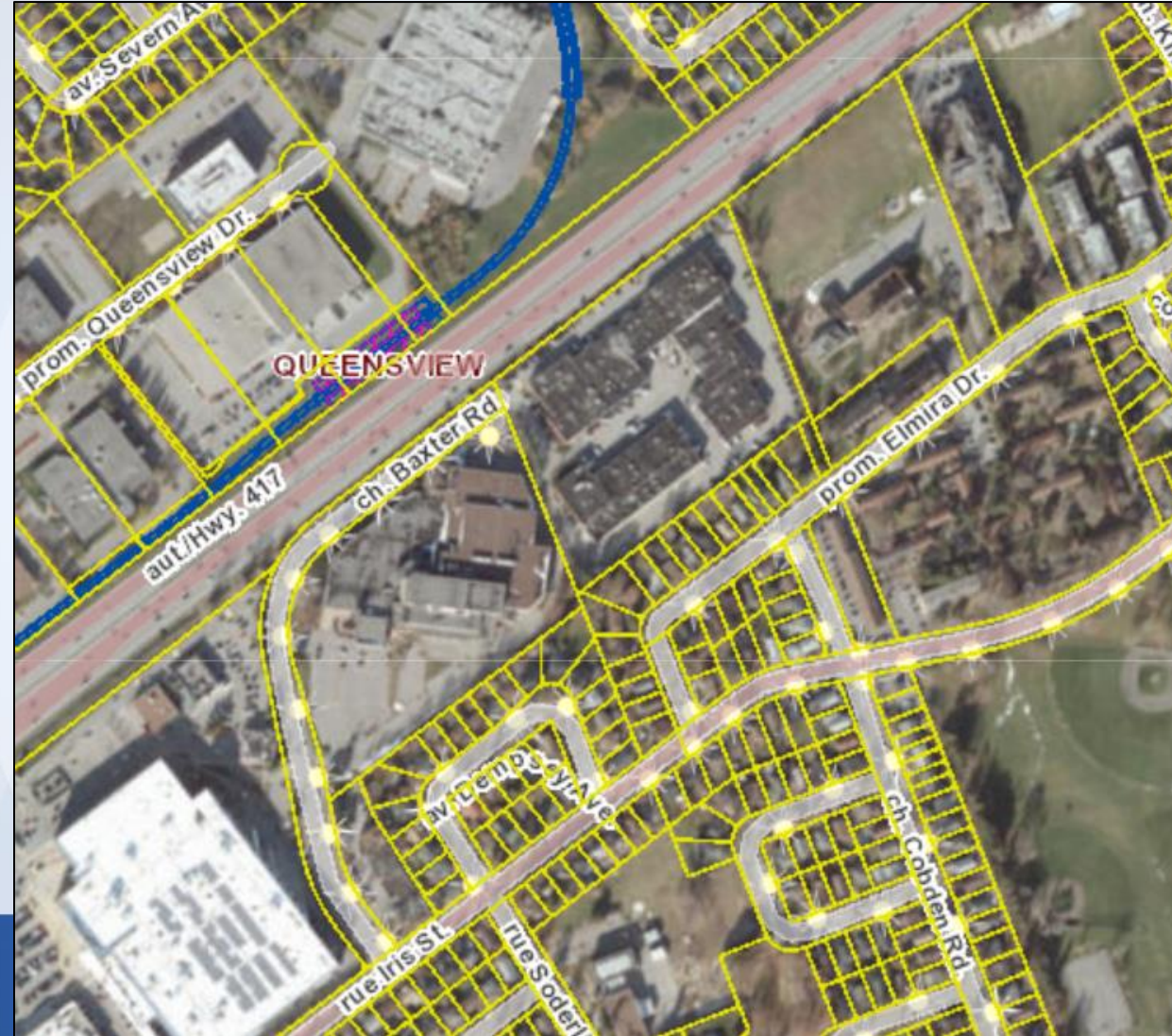
- No to park and ride, keep those out of inner city
- No park and rides, this is inner city
- Can part of the parking lot in Ikea site be a designated park and ride? I see people commuting from further down Greenbank for LRT access.
- When & how are you improving the infrastructure ( water, sewer, electricity, gas) to support this immense intensification ?
- Hotel?
- Yes, a 4-way pedestrian crossing at Iris & Greenbank instead of 3-way is sorely needed!
- Mixed use commercial and housing
- Great recommendation to reconfigure east on-ramp to reclaim land for development.
- Keep more cars on Iris, another access point to mall. Turning into that site is half the problem
- The suggestion of pedestrian crossing on the north side of the exit/Iris is an invitation to fatalities
- Make the purple hatched area a kiss n ride for those coming from the South please. Greenbank/Pinecrest will be very busy, and difficult for people to drive from the South to park at a Kiss n ride at the NW corner.
- Reduce wariness of future sidewalks
- Grocery store
- Keep building heights low
- Readjust failed intersection at Pinecrest and iris



# 7. East of Baxter Rd

## Objectives:

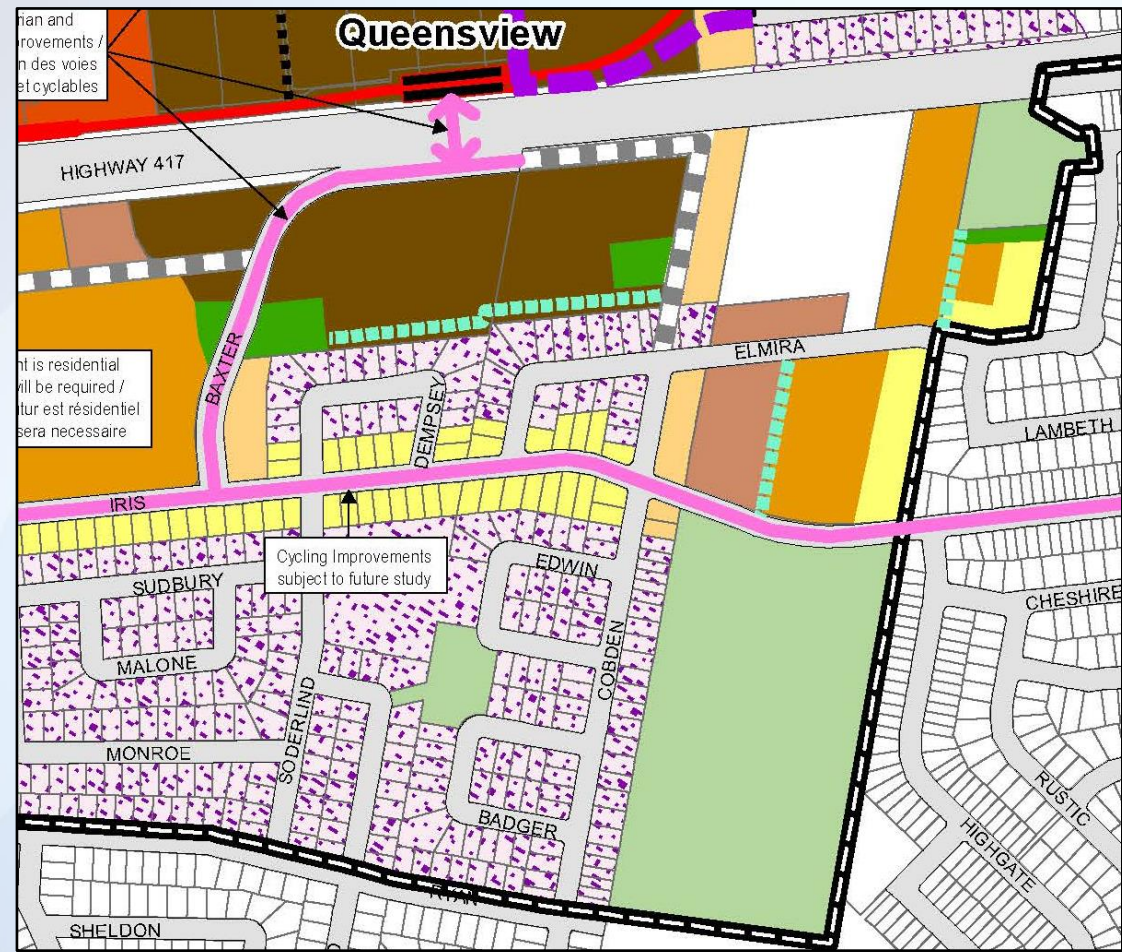
- Improve connectivity, particularly access to pedestrian bridge to Queensview Station
- Maximum building height strategy for IKEA triangle, large properties on Baxter, Elmira and Iris
- Future public park strategy for IKEA triangle and Baxter properties





# 7. East of Baxter Rd

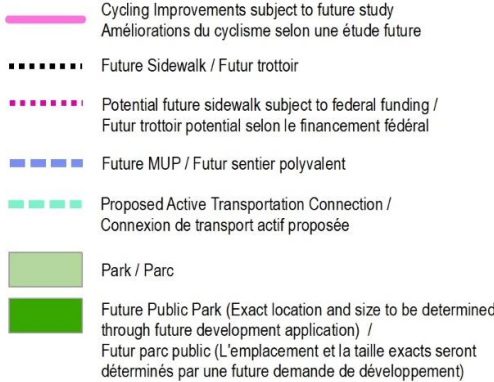
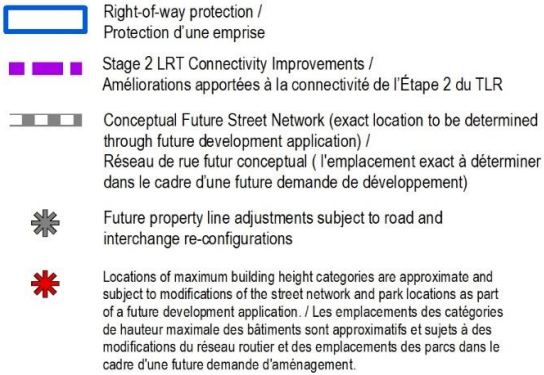
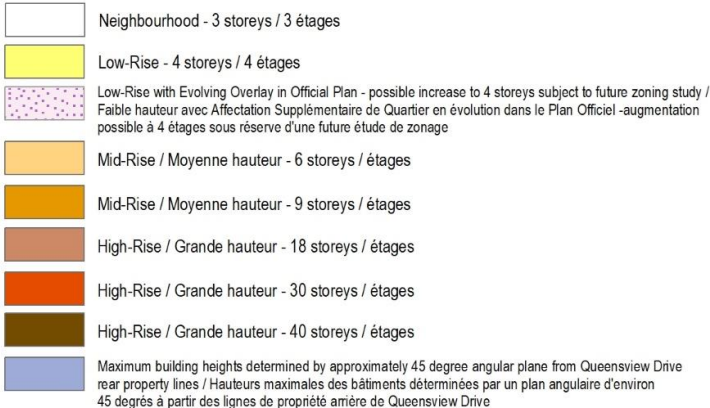
- Extension of Cobden Rd to connect to Baxter Rd
- High-rise permissions up to 40 storeys closest to Queensview Stations on IKEA triangle, 1101 Baxter and 1050 Baxter
- Inclusion of 2155 Elmira Dr and Parkway Park in study area
- Three future public parks (IKEA triangle, 1101 Baxter and 1050 Baxter ) and extension of Parkway Park upon redevelopment of 2155 Elmira



## Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2  
Schedule A - Preliminary Draft Recommendations

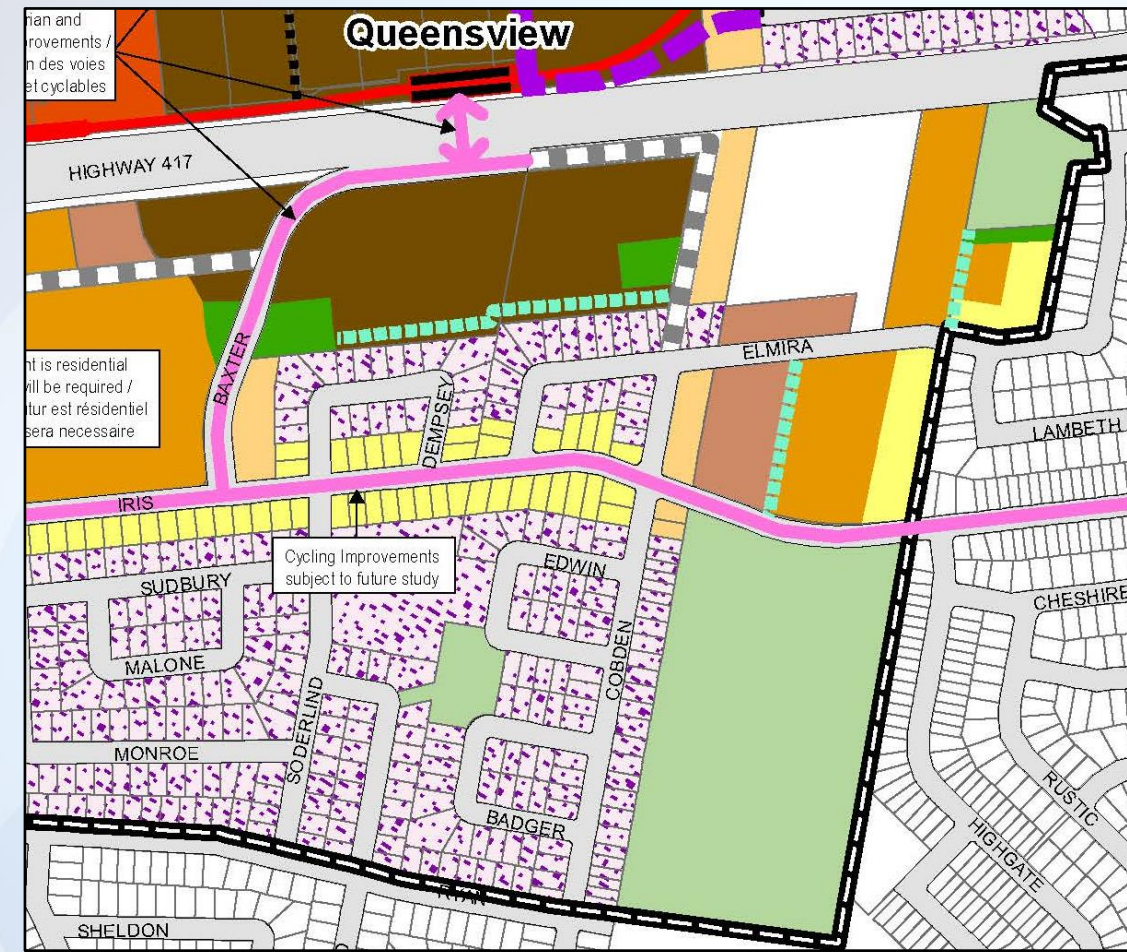
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## 7. East of Baxter Rd

- 3 future active transportation connections:
  - Cobden Rd extension to Baxter Rd
  - Elmira Dr to Iris St and Pinecrest Park via Pinecrest Terrace
  - Elmira Dr to Parkway Park
- OCH Pinecrest Terrace: modest high-rise up to 18 storeys at west end of site and north of Elmira, stepping down to maximum 4 storeys abutting existing low-rise residential














## Pinecrest and Queensview Stations / Stations Pinecrest et Queensview








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## Any other considerations for Baxter/Iris/Cobden area?

- Will the city prioritize the permitting of permanent affordable housing over investor high rent condo units?
- Seniors active
- We are missing a wading pool in this area :-). Please build one big super-park instead of 3 tiny ones!
- High rises equal too much traffic
- If you are increasing building heights, then please also allow increase of units within the existing buildings. Less knocking over of existing buildings makes for maintenance of the look & feel of the neighbourhood.
- 40 stories here close to houses here but ikea site is 9 stories. Seems backwards
- Cycling infrastructure
- Connection around fun haven is a great proposal
- High rises really do t suit the neighbourhood
- 3-4 bedroom low rise affordable housing to support families or mature students commuting to Algonquin College
- The new south Iris sidewalk should have been made as a bike lane. Two sidewalks on that street are horrible.  
Fix north side sidewalk
- Better cycling on baxter
- Must consider the traffic impacts to Iris with all that density.
- there's some great businesses around there that would love density!
- Farmboy

# Next Steps

- Presentation and Preliminary Draft Recommendations map to be posted on Engage Ottawa website:  
<https://engage.ottawa.ca/pinecrest-queensview-secondary-plan>
- Email file lead with questions or comments this summer: [peter.giles1@ottawa.ca](mailto:peter.giles1@ottawa.ca)
- Revisions during summer and fall 2022
- Draft policies fall-winter 2022
- Final public open house winter 2023
- Planning Committee and Council spring 2023

**Questions?**