

Pinecrest and Queensview Stations Secondary Plan

Table Contents

Section 1: Introduction	2
1.1 Guiding Principles.....	2
1.2 How to Navigate this Plan	3
Section 2: Land Use Designations	4
2.1 Hub Designation	4
2.2 Corridor Designation.....	5
2.3 Neighbourhood Designation	7
2.4 Mixed Industrial Designation	7
2.5 Greenspace Designation and Parks in Other Designations	8
Section 3: Policies that Apply to the Entire Plan Area	9
3.1 Infrastructure	9
3.2 Connectivity, Pathways and Streets	9
3.3 Built Form	10
3.4 Building Heights.....	11
3.5 Parks, Privately-Owned Public Spaces, and the Urban Tree Canopy.....	11
3.6 Affordable Housing	12
3.7 Community Benefit Charges.....	12
3.8 Highway 417 Interchanges and Pinecrest Bridge.....	12
Section 4: Pinecrest Sector	13
4.1 Pinecrest Sector: Sector-Specific Policies.....	13
4.2 Pinecrest Sector: Site-Specific Policies	16
Section 5: Foster Farm Sector	19
5.1 Foster Farm Sector: Sector-Specific Policies	19
Section 6: Queensview Sector	22
6.1 Queensview Sector: Sector-Specific Policies.....	22
6.2 Queensview Sector: Site-Specific Policies	24
Section 7: Baxter – Iris Sector	30
7.1 Baxter-Iris Sector: Sector-Specific Policies	31
7.2 Baxter-Iris Sector: Site-Specific Policies	33
Section 8: Morrison Drive Sector	37
8.1 Morrison Drive Sector: Sector-Specific Policies	37
Section 9: Implementation	38
Schedules	39
Annexes	39

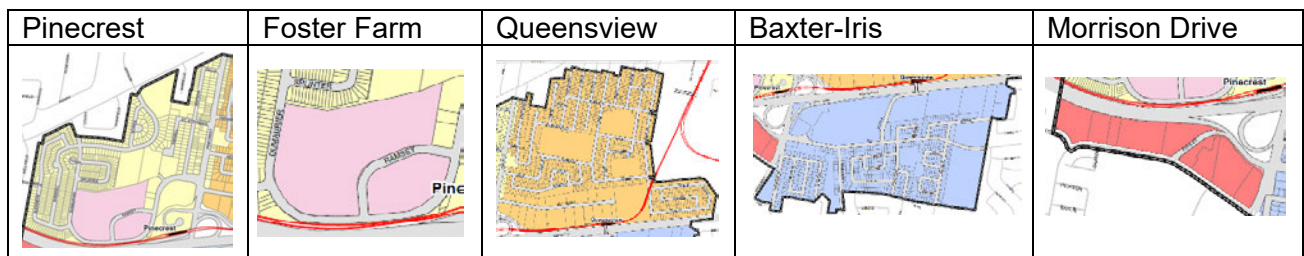


Section 1: Introduction

The Pinecrest and Queensview Stations Secondary Plan (“the Plan”) establishes the City of Ottawa’s vision and policies to guide intensification, mobility, urban design, parks, public realm improvements, and public investments in proximity to the Pinecrest and Queensview O-Train stations. The Plan adds to existing policies in Volume 1 of the Official Plan and improves the predictability of development outcomes for residents and landowners.

All lands within the Secondary Plan Boundary in Schedule A – Secondary Plan Area and Land Use Designations are considered part of the Plan Area. These lands are further divided into five Sectors: Pinecrest, Foster Farm, Queensview, Baxter-Iris, and Morrison Drive. Each Sector is featured as a separate section in this Plan, with a distinct vision, followed by Sector-Specific Policies that apply to a general area or to multiple properties within a Sector, as well as Site-Specific Policies that apply to individual properties.

Figure 1: Secondary Plan Sectors



This Plan also applies land use designations to all properties in the Plan Area, as identified in Schedule A – Secondary Plan Area and Land Use Designations. The designations – Hub, Corridor, Neighbourhood, Mixed Industrial, and Greenspace – generally match those in Volume 1 of the Official Plan but provide further policy detail that is specific to this Plan.

This Plan contains both Schedules and Annexes. The Schedules form part of the policies of this Plan. The Annexes are not part of the policies of this Plan but are included as reference material that illustrate or guide the implementation of specific areas of this Plan. Further details related to the interpretation and implementation of this Plan are set out in Section 9: Implementation.

The Pinecrest and Queensview Stations Secondary Plan is primarily implemented through private development applications, such as Plans of Subdivision, Zoning By-law Amendments, Site Plan Control, and applications to the Committee of Adjustment, which shall conform to the policies in this Plan. Implementation also occurs through City-led capital projects identified in this Plan, including the construction, renewal, and maintenance of city facilities such as streets, parks, and active transportation facilities.

1.1 Guiding Principles

The Pinecrest and Queensview Stations Secondary Plan is grounded in the following eight Guiding Principles:

Safe Mobility: Prioritize the safety and movement of people using active transportation, followed by transit.



Improved Connectivity: Establish safer and more direct routes to, from and within the Plan Area, particularly for active transportation trips to and from the O-Train stations.

Complete Streets: Street design and reconstruction will safely accommodate all modes of transportation.

Density and Height near Transit: The highest densities and tallest buildings should generally be in locations with best pedestrian access to O-Train stations and be reduced farther from the stations to support transit ridership and contribute to the legibility of the skyline.

Building Height Transitions: Plan for appropriate transitions between high-rise buildings and nearby low-rise residential neighbourhoods and for variations in heights of abutting high-rise buildings on the same lot.

New and Expanded Parks: Identify future parks and expansions to existing parks to be acquired through parkland dedication as part of development applications.

Design for a Safer Public Realm: Design new building façades fronting streets and public spaces to contribute to an improved sense of safety in the public realm.

Complete Communities: Support the addition of neighbourhood amenities and active transportation facilities that strengthen 15-minute neighbourhoods in order to provide residents with the option of accessing most daily and weekly needs without a private automobile.

1.2 How to Navigate this Plan

Section 1 of this plan introduces the Plan Area, establishes Guiding Principles, and provides an overview of the contents of each section to improve the usability of this Plan.

Section 2 contains policies that apply to the five separate land use designations: Hub, Corridor, Neighbourhood, Mixed Industrial, and Greenspace. These designations introduce additional policies to those in their corresponding designations in Volume 1 of the Official Plan that are specific to these parts of the Plan. The designations also clarify the applicable policy designation where Volume 1 of the Official Plan identifies overlapping designations. The location of these land use designations is identified on Schedule A – Secondary Plan Area and Land Use Designations.

Section 3 contains policies that apply to the entire Plan Area, such as:

- Infrastructure
- Connectivity
- Built form
- Building heights
- Parks

Sections 4 to 8 contain a separate section for each of the five Sectors: Pinecrest, Foster Farm, Queensview, Baxter-Iris, and Morrison Drive. The location of these sectors is identified on Schedule B – Secondary Plan Sectors. Generally, each sector contains two types of policies: Sector-Specific Policies that apply to areas or groups of properties within a sector, and Site-Specific Policies that apply to individual properties.

Section 9 contains Implementation policies that provide clarification for the implementation of this Plan. It is primarily intended to help guide City staff when implementing policies through development applications.



Section 2: Land Use Designations

This Plan includes five land use designations: Hub, Corridor, Neighbourhood, Mixed Industrial, and Greenspace, as identified in Schedule A – Secondary Plan Area and Land Use Designations. Each designation has corresponding policies below.

2.1 Hub Designation

Properties in the Hub designation are generally located closest to the Pinecrest and Queensview O-Train stations and are intended to see the highest densities and mix of land uses in the Plan Area. This Plan does not change the boundaries of the Pinecrest-Queensview Hub in Volume 1 of the Official Plan.

The Pinecrest-Queensview Hub is bisected by Highway 417, which creates a north-south mobility barrier, particularly for people walking, cycling, or using mobility devices. As a result, maximum building heights are influenced by pedestrian access to the nearest O-Train station, rather than measured as a straight-line distance. Maximum building heights are also determined by a combination of lot area, depth, and proximity to the nearest Neighbourhood designation, which largely determine the ability to provide building height transitions.

The following policies apply to properties in the Plan Area in the Hub designation, as indicated in Schedule A – Secondary Plan Area and Land Use Designations.

- 1) Land use permissions are in accordance with Volume 1 of the Official Plan.
- 2) The Zoning By-law shall not require minimum vehicular parking but may establish parking rates for the purpose of accessibility, visitor, or carshare spaces or requirements to accommodate electric vehicles.
- 3) To make most efficient use of lands with the best access to transit, minimum building heights for all new buildings shall be three storeys. Portions of a building that do not front onto a public street may be less than three storeys without an amendment to this Plan.
- 4) Notwithstanding policy 3 above, minimum building heights do not apply to retail food stores over 1,000 square metres in gross floor area and to City facilities (e.g. recreational complex) to encourage access to daily and weekly services.
- 5) Childcare and daycare facilities shall be permitted, in support of access to daily and weekly services. Design considerations for these facilities should include ground level access with fenced outdoor space with trees and landscaping, and mitigation measures to reduce exposure to noise and emissions from Highway 417.
- 6) Buildings within the Hub designation that front onto a public street, park or publicly accessible pathway should have active frontages at grade level to frame and animate the public realm.

- 7) Shipping, receiving, loading, waste removal, and similar functions should be located on a different building façade than one with an active frontage, where possible, in order to minimize curb cuts and support an attractive streetscape on streets with active frontages.
- 8) Where a property within the Hub designation abuts a property within the Neighbourhood designation, redevelopment should consider opportunities to mitigate privacy impacts, such as by providing a landscape buffer.
- 9) Where a property within the Hub designation abuts a property within the Neighbourhood designation, sufficient soil volumes should be provided on the Hub property closest to the Neighbourhood designation to support planting medium or large-sized trees.
- 10) Front yard setbacks should be sufficient in depth to accommodate trees and other soft landscaping.
- 11) Redevelopment applications should consider opportunities to plant trees that will increase the urban tree canopy coverage to mitigate the heat island effect and mitigate the dispersion of particulate matter pollution from Highway 417.
- 12) Private amenity spaces proposed on large development sites with multiple buildings should be designed to align with or complement those of abutting properties in order to create opportunities for linked private amenity spaces.
- 13) Where a purpose-built food retailing space that exceeds 1,000 square metres in gross floor area is proposed as part of a new mixed-use high-rise building in the Hub designation, the maximum size of the tower floorplate may be up to approximately 10% larger than that recommended in City Design Guidelines, provided other urban design objectives are met. This intends to recognize the additional design complexities and costs associated with planning, designing, and constructing a medium to large size grocery store as part of a mixed-use development and encourage development proponents to consider introducing food retailing to help achieve this Plan's guiding principles related to complete communities and 15-minute neighbourhoods.
- 14) Wayfinding measures should be installed in Hubs in proximity to O-Train stations in order to facilitate active transportation access to transit. Wayfinding measures, such as signage on buildings or stand-alone signage along pathways, may be secured through development applications.
- 15) Building façades and fencing along pathways to O-Train stations should allow for direct sightlines between the interior of buildings and people using the pathways, and generally be designed according to Crime Prevention Through Environmental Design principles to support a sense of safety.

2.2 Corridor Designation

The Corridor designation applies to most of the properties along Pinecrest Road, Iris Street, and a portion of Greenbank Road in the Plan Area, as indicated on Schedule A – Secondary Plan Area and Land Use Designations. Volume 1 of the Official Plan further differentiates Corridors as either Mainstreet Corridors or Minor Corridors. These designations still apply but for the purposes of this Plan, they are simply referred to as Corridors because the Corridor designation policies in this Plan apply to both Mainstreet Corridors and Minor Corridors in the Plan Area.

However, this Plan does depart from Volume 1 of the Official Plan by removing any Corridor designation from Dumaurier Avenue and Queensview Drive because they are better served by other designations, primarily Hub, and they are subject to separate policies that guide the evolution of these two streets in Sections 4 and 6, respectively.

The Corridor designation along Pinecrest Road, Iris Street, and a portion of Greenbank Road in the Plan Area reinforces the intended role of Corridors in Volume 1 of the Official Plan, which is primarily 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 Volume 1 of the Official Plan. However, this Plan adds policies to the Corridor designation related to vehicular access, minimum lot area and width, setbacks, and transitions in building massing that are required to be met in order to achieve maximum building heights on Pinecrest Road and Iris Street. The following policies apply to properties in the Plan Area with a Corridor designation, as indicated in Schedule A – Secondary Plan Area and Land Use Designations.

- 1) Land use permissions are in accordance with Volume 1 of the Official Plan.
- 2) Vehicular access to properties with a Corridor designation should generally be provided from local streets or lanes in order to minimize curb cuts and private approaches on roads designated as a Corridor in Volume 1 of the Official Plan.
 - a) Where vehicular access cannot be provided from local streets or lanes, no more than one curb cut and private approach shall be provided per property.
- 3) Development that provides off-street parking shall consolidate access to parking via a single curb cut and driveway that leads to a common parking area rather than have individual driveways from dwelling units to the street.
- 4) To support attractive streetscapes, surface parking, shipping, receiving, loading, waste removal, and similar functions on Corridor properties should not be visible from public roads.
- 5) Development on the Pinecrest Road Corridor within approximately a 600m radius of Pinecrest Station, is encouraged to include at least one neighbourhood-serving non-residential retail store at grade level fronting the street, such as a convenience store, café, bakery, art studio or hair salon in order to support this Plan's guiding principle related to complete communities and 15-minute neighbourhoods.
- 6) Schedule C – Maximum Building Heights, Connectivity and Parks identifies a building height category called Conditional Height – 4-6 storeys, which provides 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. New buildings taller than four storeys and up to six storeys shall only be permitted in the Corridor designation where a development application can demonstrate all of the following:
 - a) The lot has direct frontage on a Corridor in Volume 1 of the Official Plan;
 - b) A minimum lot area of 900 square metres;
 - c) A minimum lot width of 22.5 metres;
 - d) A minimum lot depth of 30.5 metres;
 - e) A front yard setback sufficient in depth to accommodate trees and other soft landscaping;

- f) A rear yard setback sufficient in depth to accommodate a private amenity area with trees that can provide a landscape buffer along the edge of the Corridor designation to help mitigate privacy impacts on the abutting Neighbourhood designation; and
 - g) A transition in building height that includes building setbacks at the front and rear above the second, third or fourth floor.
- 7) Notwithstanding Schedule C – Maximum Building Heights, Connectivity and Parks, the following policies clarify development permissions where lot assembly takes place between a Corridor designation and a Neighbourhood designation:
- a) Where a lot in the Corridor designation is assembled with a lot in the Neighbourhood designation, the policies of the Corridor designation shall apply over the entirety of the assembled lot, provided all other policies in this Plan are met.
 - b) Where a Corridor lot has a maximum building height of four storeys in Schedule C – Maximum Building Heights, Connectivity and Parks and is assembled with a Neighbourhood lot that creates a new assembled lot that meets all of the provisions in policy 6) above, the assembled lot shall assume a maximum building height of Conditional Height – 4-6 storeys.

2.3 Neighbourhood Designation

The Plan Area includes several predominantly residential communities that fall within the Neighbourhood designation, such as Queensway Terrace North, Fairfield Heights, Ridgeview, and Queensway Terrace South. Over time, the Neighbourhood designation is intended to support a greater diversity of low-rise housing options, facilitate improvements to active transportation connectivity and safety, enhance parks, and ensure a healthy urban tree canopy. The following policies apply to properties in the Neighbourhood designation, as indicated in Schedule A – Secondary Plan Area and Land Use Designations:

- 1) Land use permissions are in accordance with Volume 1 of the Official Plan.
- 2) Development should minimize impacts to the urban tree canopy and seek opportunities to plant trees that will provide a positive contribution to the urban tree canopy.
- 3) The City shall seek opportunities through development applications and the Transportation Master Plan to expand and improve active transportation infrastructure in Neighbourhoods, such as new sidewalks and pathways that provide safe and direct access to transit, parks, schools, and commercial destinations.
- 4) The City shall seek opportunities through development applications to expand, improve, and create new parks in Neighbourhoods.

2.4 Mixed Industrial Designation

The Mixed Industrial designation applies to lands in the south-west portion of the Plan Area, south of Highway 417, west of Greenbank Road, and north of Morrison Drive. This designation maintains the Mixed Industrial policies in Volume 1 of the Official Plan, which support non-residential land uses that provide employment and economic development opportunities. The following policies apply to properties in the Plan Area with the Mixed Industrial designation, as indicated on Schedule A – Secondary Plan Area and Land Use Designations.

- 1) Land use permissions are in accordance with Volume 1 of the Official Plan.

- 2) As part of the redevelopment of any property designated Mixed Industrial, opportunities should be explored to plant trees that will increase the urban tree canopy coverage to mitigate the heat island effect and the dispersion of particulate matter pollution from Highway 417.
- 3) Front yard setbacks should be sufficient in depth to accommodate trees and other soft landscaping.
- 4) As properties in the Mixed Industrial designation are redeveloped, the City should seek opportunities to acquire linear segments of properties for the purpose of future active transportation infrastructure.

2.5 Greenspace Designation and Parks in Other Designations

In the Plan Area, the Greenspace designation is consistent with Schedule C12 – Urban Greenspace in Volume 1 of the Official Plan, which identifies relatively large and environmentally significant parks and Urban Natural Features as part of the Greenspace designation. Smaller parks exist and are a permitted land use in other designations, such as Hub and Neighbourhood. The identification of a park within a Hub or Neighbourhood in Schedule A – Secondary Plan Area and Land Use Designations identifies City-owned parks outside the Greenspace designation.

This Plan establishes a vision for acquiring new parks and expanding existing parks through the development application process, as well as improving access to parks to support liveability as the Plan Area sees greater intensification. The following policies apply to properties in the Plan Area intended to function as Greenspace or park, identified on Schedule A – Secondary Plan Area and Land Use Designations.

- 1) Land use policies in the Greenspace designation are in accordance with Volume 1 of the Official Plan.
- 2) The City shall acquire parkland in accordance with the Parkland Dedication By-law, including opportunities for land conveyance as part of development applications in the Plan Area.
- 3) The City may explore opportunities for new or expanded parks in addition to those identified on Schedule C – Maximum Building Heights, Connectivity and Parks.
- 4) The City may require new parks to locate in a coordinated way with other new or existing parks on abutting lots to create a larger consolidated park or Greenspace.
- 5) Properties in the Greenspace designation and parks in other designations shall be considered for opportunities to plant large size trees, with corresponding required soil volume, to provide contributions to the urban forest canopy.

Section 3: Policies that Apply to the Entire Plan Area

The following policies apply to the entire Plan Area.

3.1 Infrastructure

The City's Infrastructure Master Plan (IMP) identifies trunk-level sewer and water capacities and constraints and sets out programs and projects to accommodate city-wide intensification. The IMP identifies two separate infrastructure projects in the Plan Area, planned for between 2024-2034, that will add capacity to the Pinecrest Trunk Sewer. Until these projects are complete, there is limited sewer capacity in the Plan Area and any available sewer capacity is considered on a first-come, first-served basis through development applications.

In addition to the IMP trunk-level projects, Local Servicing Studies will be required to determine sewer capacities at a local level, such as on local streets. Local Servicing Studies are currently unfunded and will require financial plans as they are not eligible to be funded through development charges.

In some cases, development applications may be put on hold until IMP projects and/or Local Servicing Studies are completed, and sufficient sewer capacities are confirmed.

- 1) Development proponents shall discuss infrastructure capacity with the City at the initial stages of a proposed development application.
- 2) Local Servicing Studies, and financial plans to support those studies, may be required during the review of development applications to determine the capacity of water, stormwater, and sanitary sewers.
- 3) Where infrastructure studies determine that there is insufficient infrastructure capacity for a proposed development, the City may impose development conditions requiring adequate servicing or add a holding provision to the applicable zoning.

3.2 Connectivity, Pathways and Streets

- 1) Proponents of development may be required to provide new public or private streets or active transportation connections with public access easements to improve overall local connectivity or facilitate public access to neighbourhood amenities such as parks, commercial land uses or transit, as identified on Schedule C – Maximum Building Heights, Connectivity and Parks.
- 2) Active transportation connections identified on Schedule C – Maximum Building Heights, Connectivity and Parks, shall be publicly accessible pathways that should be secured through a development application.
 - a) The detailed requirements for active transportation connections will be determined through individual development applications, but are typically multi-use pathways set within a 6-metre wide walkway block (3 metres for the bi-directional pathway and 1.5 metres on each side for landscaping and snow storage).
 - b) The land for active transportation connections may be dedicated to the City or potentially held as private land with a public easement, provided the pathway and associated landscaping, lighting and fencing is designed and constructed to the satisfaction of the City.

- 3) Active transportation connections secured through development applications should meet all of the following objectives:
 - a) Provide direct connections that respond to desire lines;
 - b) Provide landscaping along pathways, such as trees to provide shade and improve the urban tree canopy;
 - c) Be consistent with the City of Ottawa Accessibility Design Standards;
 - d) Incorporate Crime Prevention Through Environmental Design, such as pedestrian-scale lighting, direct sightlines, and opportunities for passive supervision; and
 - e) Consider maintenance responsibilities, including winter maintenance.
- 4) All new streets, whether public or private, shall have pedestrian facilities and street trees on both sides and be designed to a maximum 30 km/h operating speed in order to prioritize the safety and movement of people using active transportation.
 - a) Notwithstanding policy 4), for the conceptual future street south of Queensview Drive, the east-west portion abutting the O-Train corridor may be a single-loaded local street that only requires pedestrian facilities and street trees one side of the street in order to maintain adequate space for the proposed park, pedestrian plaza, and development parcels identified in Annex B – Demonstration Plan for 2650, 2670, 2680, and 2700 Queensview Drive.
- 5) Roadway construction will include the planting of street trees in the right-of-way with adequate soil volumes and hardscaping measures, as necessary.
- 6) Over time, the City may acquire strategically positioned properties for the purpose of providing shorter or more direct active transportation routes to O-Train stations.

3.3 Built Form

- 1) Development shall frame public streets, and where feasible, should frame other elements of the public realm, such as parks, and private streets and active transportation connections that have public access easements.
- 2) Building podiums should animate the pedestrian realm, contribute to a positive street wall condition, and relate to the adjacent buildings in massing, height and architectural rhythm.
- 3) Where a single building podium forms the base for more than one high-rise building, an at-grade pedestrian connection may be required through the podium to the interior of the site.
- 4) The ground floor of a building facing the public realm should be designed to be highly transparent and to animate the public realm through the incorporation of elements such as active frontages or entrances, windows, porches, and facade articulations, where appropriate.
- 5) The maximum tower floorplate of a high-rise residential or mixed-use building should be approximately 750 square metres in order to minimize shadow and microclimate impacts.
- 6) High-rise buildings shall only be permitted on lots with a minimum area of:
 - a) Approximately 1,800 square metres for interior lots; or
 - b) Approximately 1,350 square metres for corner lots.
- 7) The minimum separation for the tower portion of high-rise buildings shall be:
 - a) 23 metres for buildings up to 30 storeys;
 - b) 25 metres for buildings 31 storeys or greater;

- i) Where a high-rise building 30 storeys or less abuts a building 31 storeys or greater, the minimum separation in (b) above applies.
 - c) Shared between abutting lots.
- 8) Notwithstanding policy 7) above, on constrained sites, minimum tower separations may be reduced by up to 2 metres without an amendment to this Plan.
- 9) On deep lots where side facing units are proposed, additional side yard setbacks may be required to ensure adequate separation between the proposed building and adjacent or future buildings to ensure existing and future residents have liveable units with access to light and privacy.

3.4 Building Heights

- 1) Maximum building heights are identified in Schedule C – Maximum Building Heights, Connectivity and Parks, and in some cases are further detailed in Designation-Specific Policies and Site-Specific Policies.
- 2) In order to reinforce human scale street walls and support walkability and a comfortable public realm, the maximum building height of high-rise building podiums in the Plan area shall be:
 - a) Four storeys for buildings fronting local and collector streets and parks;
 - b) Four storeys for buildings fronting plazas or POPS, and the City may consider case-by-case opportunities for podium heights up to six storeys if a stepback is provided fronting plazas or POPS above the second, third or fourth storey; and
 - c) Six storeys for buildings fronting arterial roads, the O-Train corridor, and Highway 417.
- 3) Where two high-rise buildings are located adjacent to one another on the same lot, building heights should vary by a minimum of approximately ten percent to provide visual interest to the skyline. The City may consider a reduced difference in building heights where the top of buildings have different architectural expressions that ensure the buildings are distinct and add variety to the skyline.
 - a) Where more than two high-rise buildings are located on the same lot, a variety of building heights should be provided, that may be less than ten percent difference between buildings, with the goal of creating a varied skyline that generally steps down in height away from O-Train Stations and towards the edges of the Hub.

3.5 Parks, Privately-Owned Public Spaces, and the Urban Tree Canopy

- 1) Parks are a permitted land use in all designations in this Plan.
- 2) Parkland dedication shall be provided as part of development applications in accordance with the Parkland Dedication By-law, and in locations approximately identified on Schedule C – Maximum Building Heights, Connectivity and Parks. Adjustments to the location, size or configuration of new or expanded parks may occur through the development application process without an amendment to this Plan.
- 3) Privately-owned public spaces (POPS) are encouraged in addition to parkland dedication where they can provide a positive contribution to the public realm, such as publicly accessible landscaped seating areas or gardens on private property along parks, pathways or transit plazas.

- 4) Where a POPS is identified in a development application, it shall be implemented through a Site Plan Control agreement and should meet the following objectives:
 - a) Be publicly accessible and connected to pedestrian facilities in the public realm.
 - b) Contribute to the animation of the right-of-way.
 - c) Consider opportunities to coordinate the location of POPS on abutting properties in order to create linked or consolidated POPS.
 - d) Ensure development fronting a POPS has active entrances or transparent glazing to allow for passive supervision of POPS users.
- 5) Development should minimize impacts to the urban tree canopy and seek opportunities to retain and plant trees that will provide a positive contribution to the urban tree canopy, towards the target in Volume 1 of the Official Plan of 40% canopy coverage within the Plan area.

3.6 Affordable Housing

- 1) The City shall seek opportunities to require or provide affordable housing through the disposal or redevelopment of City-owned properties in the Plan Area.
- 2) Redevelopment or intensification of institutional properties, such as places of worship, are strongly encouraged to include affordable housing.

3.7 Community Benefit Charges

- 1) New developments in the Plan Area may be required to provide Community Benefit Charges (CBCs) in accordance with CBC By-law 2022-307.
- 2) The City should update the CBC Capital Program List to include the following amenities to be funded by CBCs in the Plan Area:
 - a) Active transportation connections, such as multi-use pathways;
 - b) City-owned recreational facilities;
 - c) Permanent public art installations;
 - d) Upgrades to park equipment and facilities; and
 - e) Fenced off-leash dog run areas.

3.8 Highway 417 Interchanges and Pinecrest Bridge

- 1) As opportunities arise, the City will work with the Ministry of Transportation of Ontario (MTO) to advance City objectives in proximity to Highway 417, to make improvements to the land efficiency of highway off- and on-ramps and ensure safe active transportation facilities across Pinecrest bridge over Highway 417.
- 2) Following any reconfiguration of MTO off- and on-ramps, the City should consider opportunities to acquire any surplus MTO property that could allow for future development to locate closer to Pinecrest Station.
- 3) As part of any reconfiguration of MTO off- and on-ramps or reconstruction of Greenbank Road, opportunities should be considered to improve pedestrian circulation and safety at the intersection of Greenbank Road at Iris Street, particularly to add an east-west pedestrian crossing at the north side of the intersection.

Section 4: Pinecrest Sector

The Pinecrest Sector is identified on Schedule B – Secondary Plan Sectors. It contains Hub, Corridor, Neighbourhood, and Greenspace designations, as indicated on Schedule A – Secondary Plan Area and Land Use Designations. The policy context and vision for this Sector is described below through the lens of each of these designations.

Pinecrest Sector – Hub Designation

The Hub designation in the Pinecrest Sector contains several large properties to the north and north-west of Pinecrest Station. Although Hubs are intended to support high-density, mixed-use development, the lands immediately north of Pinecrest Station contain a bus loop on a property owned by the Ministry of Transportation of Ontario (MTO), as well as Dumaurier Park, which is located above a former landfill. Together, these public lands limit development opportunities near Pinecrest Station and prevent direct north-south connectivity between Watson Street and Pinecrest Station and between Ramsey Crescent and Pinecrest Road. This Plan seeks to address these challenges by introducing policies to guide redevelopment and improved connectivity around Pinecrest Station, as well as introduce considerations for longer-term options that could potentially see the remediation and re-use of the former landfill site.

Pinecrest Sector – Corridor Designation

The Corridor designation in the Pinecrest Sector applies to properties with frontage on Pinecrest Road between the northern study limit, just south of Richmond Road, to Dumaurier Avenue. The Corridor designation is intended to support low-rise and mid-rise intensification, with opportunities for locally oriented non-residential land uses at grade level, such as small retail spaces, to provide neighbourhood amenities and support the concept of 15-minute neighbourhoods.

Pinecrest Sector – Neighbourhood Designation

The Neighbourhood designation in the Pinecrest Sector generally applies to the lands north and west of the Hub designation and west of the Corridor designation in the Fairfield Heights neighbourhood. The street network is distinctively curvilinear with several crescents and cul-de-sacs that reflect a late 20th century suburban street network. This is a less connected street network than the other Sectors in this Plan, which presents challenges in terms of walking distances, such as to and from Pinecrest Station. As a result, in this area, this Plan focusses on potential future active transportation short-cuts that may be required through redevelopment.

Pinecrest Sector – Greenspace Designation and Parks in other Designations

This Plan includes policies to improve active transportation connectivity to Ruth Wildgen Park and Dumaurier Park, as well as considerations for future conceptual opportunities at Dumaurier Park.

4.1 Pinecrest Sector: Sector-Specific Policies

The following policies apply to general areas or groups of properties in the Pinecrest Sector, as indicated on Schedule A – Secondary Plan Area and Land Use Designations.

Pinecrest Road Right-of-Way

Pinecrest Road is a busy north-south arterial road that is the extension of Greenbank Road north of Highway 417. It is an important transportation corridor that connects to on- and off-ramps to Highway 417, to Richmond Road and Carling Avenue to the north and Baseline Road to the south, and provides bus routes that serve Pinecrest Station, Queensview Drive and Dumaaurier Avenue. It is currently an automobile-oriented arterial road that lacks cycling facilities, street trees and transit shelters. In the future, Pinecrest Road will be required to assume a more complex mobility role with improved multi-modal access to facilitate active transportation trips to and from Pinecrest Station. This Plan provides support for the creation of a Complete Street on Pinecrest Road that can safely accommodate all modes of transportation, as well as street trees and bus shelters.

- 1) The future reconstruction of Pinecrest Road shall ensure the provision of safe active transportation facilities and street trees.

Pinecrest Road: East-West Active Transportation Crossing

Pinecrest Road lacks an east-west active transportation crossing between Dumaaurier Avenue and Richmond Road – a distance of approximately 650 metres. This contributes to the sense of Pinecrest Road acting as a barrier between neighbourhoods and leads to safety concerns when people walking or cycling choose to cross Pinecrest Road at any point between signalized intersections.

This Plan identifies a future east-west crossing of Pinecrest Road between Harwood Avenue and St. Stephen's Street, approximately at the location indicated on Annex E – Pinecrest-Queensview Transportation Study. This future crossing would require cyclists traveling south and west (e.g. from Harwood Avenue towards Pinecrest Station) to follow St. Stephen's Street, Watson Street, and Dumaaurier Avenue to connect with the multi-use pathway (MUP) to Pinecrest Station, either from Pinecrest Road or Dumaaurier Avenue. This cycling route on Local streets is intended to be an interim condition until a future reconstruction of Pinecrest Road can provide safe cycling facilities. The following policies will guide City decisions regarding a new east-west active transportation crossing of Pinecrest Road:

- 2) An east-west crossing of Pinecrest Road between Harwood Avenue and St. Stephen's Street should be considered by the City to allow for safe active transportation crossings of Pinecrest Road to facilitate access to local amenities, parks and transit. Given the challenges with this offset intersection, the crossing may require signalized intersections, minor road and/or sidewalk modifications, and potential minor impacts on private properties. A high-level concept is provided in Annex E – Pinecrest-Queensview Transportation Study, which is subject to future analysis, modifications and detailed design.
- 3) The east-west crossing of Pinecrest Road may be combined with other City capital projects. If funding cannot be obtained prior to the reconstruction of Pinecrest Road, this crossing shall be included in the scope of work for the reconstruction of Pinecrest Road.

Dumaaurier Avenue Cycling Facilities

Dumaaurier Avenue requires safe cycling facilities to accommodate cycling trips to and from Pinecrest Station.

- 4) The City shall explore the feasibility of temporary cycling facilities to improve safety on Dumaaurier Avenue, including connections between Watson Street and Dumaaurier Avenue.
- 5) The reconstruction of Dumaaurier Avenue shall include safe cycling facilities.

Conceptual Opportunities for Lands North of Pinecrest Station

Pinecrest Station has connectivity challenges because of Highway 417 to the south and Pinecrest Road, a busy arterial road with highway on- and off-ramps, to the east. In addition, there are two large publicly owned properties immediately north of Pinecrest Station that contribute to indirect routes to access the station from the surrounding neighbourhoods. The first is 1100 Pinecrest Road, which is owned by the Province, and the second is 2850 Dumaaurier Avenue, which is the City-owned Dumaaurier Park. This park contains two softball diamonds that are important City assets, and as of the date of adoption of this Plan, there are no plans to make changes to Dumaaurier Park. However, if the softball diamonds can be replaced in the general west-central part of Ottawa, the City may, over time, consider opportunities that would improve connectivity and safety, make more efficient use of land and infrastructure, and allow for transit-oriented development near Pinecrest Station.

This Plan identifies two conceptual opportunities as an Annex to guide future studies, investments and plans in this area. One opportunity involves the realignment of Dumaaurier Avenue in order to consolidate the intersections of Pinecrest Road at Dumaaurier Avenue and Pinecrest Road at Queensview Drive into a single new intersection. This would provide a solution to the unusually close spacing of intersections on an arterial road, which currently presents various challenges, such as the visibility of signals and queuing of left-turning vehicles on Pinecrest Road. This conceptual opportunity for the realignment of Dumaaurier Avenue and a new consolidated intersection at Queensview Drive is demonstrated in Annex D1 – Long-Term Demonstration Plan for the Potential Realignment of Dumaaurier Avenue.

Another conceptual opportunity involves exploring the potential relocation of the softball diamonds in Dumaaurier Park and considering the reconfiguration of the park to better support residential intensification in the area. This could include the consideration of street extensions, a transit plaza, and the locations of new development parcels, as demonstrated in Annex D2 – Conceptual Opportunities for Lands North of Pinecrest Station.

The following policies will guide the exploration of opportunities for these lands north of Pinecrest Station:

- 6) Prior to the refurbishment or renewal of City-owned assets in this area, the City should undertake the following studies to determine the feasibility and potential timing of the implementation of the concepts in Annex D1 – Long-Term Demonstration Plan for the Potential Realignment of Dumaaurier Avenue and Annex D2 – High-Level Concept for Lands North of Pinecrest Station.
 - a) Cost and feasibility of the re-location of one or both existing softball diamonds in Dumaaurier Park to other existing parks or other City-owned lands, or new parkland acquired through a land swap for the City-owned recreational assets;
 - b) Cost and feasibility of environmental remediation of the former landfill;
 - c) Transportation studies for street network and intersection modifications, which may include the re-alignment of Dumaaurier Avenue, extension of Watson Street and Ramsey Crescent, new transit plaza, and new protected intersection at Pinecrest Road, Queensview Drive and re-aligned Dumaaurier Avenue;

- d) The size, location and configuration of Dumaaurier Park and potential transit plaza; and
 - e) The size, location, configuration, and estimated value of new development parcels.
- 7) Any future re-aligned portion of Dumaaurier Avenue should assume a minimum of 24 metre right-of-way protection width in Schedule C16 of Volume 1 of the Official Plan. This re-aligned portion of Dumaaurier Avenue would act as an extension of the existing 24 metre right-of-way protection on Queensview Drive and allow for a similar street configuration as the future Complete Street on Queensview Drive.
- 8) A Plan of Subdivision may be required to create distinct parcels for a new transit plaza, new streets or street extensions, a reconfigured park, and development sites.

4.2 Pinecrest Sector: Site-Specific Policies

The following policies apply to individual properties in the Pinecrest Sector.

1100 Pinecrest Road: Ministry of Transportation of Ontario Lands North of Highway 417 and West of Pinecrest Road

This site is part of the Hub designation, and the following policies shall apply:

- 1) Maximum building heights are up to High-rise III or 40 storeys.
 - a) At least one non-residential land use per building is required at grade level.
- 2) If the Ministry of Transportation of Ontario disposes of these lands, the City or a development proponent shall undertake a design study that considers the following:
 - a) More compact and land-efficient design options to accommodate buses and stormwater management facilities, which may include the remediation of any contaminated soils, the maintenance and improvement of multi-use pathways to Pinecrest Station and Dumaaurier Park, a transit plaza, park, new public streets or street extensions, and new development parcels, as demonstrated in Annex D2 – High-Level Concept Plan for Lands North of Pinecrest Station.
 - b) Development opportunities that provide housing and amenities for the surrounding community, including considerations for affordable housing, commercial spaces, and recreational and athletic facilities.
- 3) Development shall enhance the sense of safety for people using active modes of transportation to access Pinecrest Station by:
 - a) Providing a transit plaza on the north side of Pinecrest Station that incorporates buses and the multi-use pathway between Dumaaurier Avenue, Pinecrest Station, and Pinecrest Road;
 - b) Ensuring that new buildings frame the transit plaza with active frontages and/or a high proportion of transparent glazing;
 - c) Considering sight lines between Dumaaurier Avenue, Pinecrest Road and Dumaaurier Park to Pinecrest Station and the transit plaza in order to allow for passive supervision of MUP and transit users; and
 - d) Including placemaking elements that animate the public realm, such as distinctive landscape design or public art.

930 Watson Street and 2825 St. Stephen's Street

This Plan supports the redevelopment of these properties with the possibility to maintain a Place of Worship function while introducing housing, and particularly affordable housing, in a compact, land-efficient manner that makes a positive contribution to the public realm and to neighbourhood connectivity. The following policies apply to 930 Watson and/or 2825 St. Stephen's Street:

- 4) Residential and institutional land uses are permitted.
- 5) An east-west active transportation connection with public access easement should be provided between the shared property line with 1025 Grenon Avenue and St. Stephen's Street or Farrell Street in order to improve neighbourhood connectivity and facilitate active transportation access from 1025 Grenon Ave to Pinecrest Station.

985 Pinecrest Road

985 Pinecrest Road is a large through-lot with wide frontages on both Pinecrest Road and Pinewood Crescent. It is an institutional property with a large surface parking lot and a small place of worship building that is within walking distance of Pinecrest Station.

This Plan supports the redevelopment of this property with the possibility to maintain a Place of Worship function while introducing housing, and particularly affordable housing, in a compact, land-efficient manner that makes a positive contribution to the public realm and to neighbourhood connectivity. The following policies apply to 985 Pinecrest Road:

- 6) Residential and institutional land uses are permitted.
- 7) New buildings should provide frontage on both Pinecrest Road and Pinewood Crescent.
- 8) Mid-rise buildings shall provide appropriate building height transitions to abutting low-rise properties, including building setbacks that result in building heights of no more than four storeys for portions of a building that are closest to the Neighbourhood designation.
- 9) An east-west active transportation connection with public access easement shall be required to provide a pedestrian short-cut between Pinewood Crescent and Pinecrest Road.
- 10) If vehicular access is provided from Pinewood Crescent, consideration should be given to the following:
 - a) Locating the curb cut and private approach as far away as possible from the sharp bend on Pinewood Crescent.
 - b) Requiring traffic calming measures on Pinewood Crescent.

1085 Grenon Avenue

- 11) Redevelopment shall consider the provision of a publicly accessible east-west multi-use pathway between Farrell Street and Grenon Avenue.

2821 Dumaaurier Avenue

This Plan supports the retention of this place of worship building because it is listed on the City's Heritage Register, while also allowing for the introduction of housing, and particularly affordable housing. Development on this site should contribute to improvements to neighbourhood connectivity and the public realm. The following policies apply to 2821 Dumaaurier Avenue:

- 12) Residential and institutional land uses are permitted.
- 13) A publicly accessible active transportation connection should be provided between Farrell Street and Dumaaurier Avenue to facilitate access to the Boys and Girls Club of Ottawa building at 1085 Grenon Avenue and to neighbourhood amenities such as parks and transit.

2829 Dumaaurier Avenue

- 14) A publicly accessible east-west pathway shall be provided approximately along the south property line, connecting Dumaaurier Avenue to 1065 Ramsey Crescent, in order to improve neighbourhood connectivity and access to Ruth Wildgen Park.

2865 Dumaaurier Avenue

- 15) A publicly accessible east-west pathway shall be provided approximately along the north property line, connecting Dumaaurier Avenue to 1065 Ramsey Crescent, in order to improve neighbourhood connectivity and access to Ruth Wildgen Park. The pathway may connect or be combined with the pathway on 2829 Dumaaurier Avenue.

2998 Dumaaurier Avenue

- 16) This City-owned property should remain vacant until such time as the City determines whether it could be used as part of a potential future pedestrian bridge over Highway 417. Should the City determine that this property is not suitable for transportation purposes, it may be developed according to the Neighbourhood designation.

Section 5: Foster Farm Sector

The following Sector-Specific Policies apply to the Foster Farm Sector, as identified on Schedule B – Secondary Plan Sectors.

The Foster Farm Sector will evolve into a mixed-density, mixed-use, mixed-income residential area with affordable housing. Over time, the area has the potential to accommodate in the range of 3,000 to 4,000 residential units in various building typologies (high-rise, mid-rise, low-rise apartment buildings, and ground-oriented stacked townhouse units) that can support the needs of families, couples, seniors, and singles, and people of all abilities.

The planning and design of the Foster Farm Sector will be based on transit-oriented development principles, including a dynamic public realm and strong multi-modal connectivity. Given the proximity to Pinecrest Station, the Foster Farm Sector will support some of the highest densities and building heights in the Secondary Plan area. A fully urban structure will frame streets and accommodate safe active transportation within and throughout the Sector with linkages to Pinecrest Station.

The Foster Farm lands are entirely under Ottawa Community Housing (OCH) ownership, contributing to a unique context and character, such as consistent unit types and buildings that will be developed in a phased approach. Over time, the Foster Farm lands will transition from an automobile-oriented built form with surface parking and under-utilized lands into a more compact, sustainable, walkable and greener transit-supportive community in proximity to Pinecrest Station.

The Foster Farm Sector will supplement and enhance the public realm, including Dumaaurier Park and Ruth Wildgen Park, with additional OCH amenity areas and new mobility connections that integrate well into the surrounding pedestrian, cycling and road network. This community will play a role to implement 15-minute neighbourhood principles in the Official Plan by assessing and considering opportunities to introduce commercial, institutional, and neighbourhood amenities.

5.1 Foster Farm Sector: Sector-Specific Policies

The following Sector-Specific Policies should be reviewed in conjunction with Annex A – Demonstration Plan for Foster Farm, which includes both a Demonstration Plan and a Circulation and Connections Diagram.

The Demonstration Plan is intended to show the possible location and configuration of proposed roads, connections, building typologies, and private amenity areas. The Circulation and Connection Diagram on Annex A provides key vehicular, pedestrian and cycling connections within the site, including safe and convenient access to transit, adjacent neighbourhoods, sidewalks, landscaping and public open spaces. Adjustments to the location and configurations of elements of the Demonstration Plan and Circulation and Connections Diagram on Annex A, through subsequent planning applications, do not require an amendment to this Plan, provided that they are consistent with the objectives and policy directions of this Plan.

Maximum Building Heights

- 1) The Foster Farm lands closest to Pinecrest Station shall generally have the tallest buildings in the Sector, with a maximum building height of up to 40 storeys, as depicted on Annex A – Demonstration Plan for Foster Farm and as identified on Schedule C – Maximum Building Heights, Connectivity, and Parks.
- 2) The central portion of the Sector shall accommodate high-rise buildings up to 30 storeys, as depicted on Annex A – Demonstration Plan for Foster Farm and as identified on Schedule C – Maximum Building Heights, Connectivity, and Parks.
- 3) The central-western portion of the Sector shall accommodate mid-rise buildings up to 9 storeys, as depicted on Annex A – Demonstration Plan for Foster Farm and as identified on Schedule C – Maximum Building Heights, Connectivity, and Parks.
- 4) The western portion of the Sector, closest to the adjacent low-rise neighbourhood, shall accommodate low-rise buildings up to 4 storeys, as depicted on Annex A – Demonstration Plan for Foster Farm and as identified on Schedule C – Maximum Building Heights, Connectivity, and Parks.

Built Form

- 5) The bases of buildings and building podiums should establish pedestrian scale street walls with architectural expressions and articulations that provide visual interest and enable passive supervision of streets and public spaces.
- 6) Building podiums that front onto: Ramsey Crescent, Dumaaurier Avenue, OCH amenity areas, and Privately-Owned Public Spaces (POPS) should include ground-oriented residential units.

Public Realm

- 7) Existing parks may be supplemented by private OCH amenity areas and POPS associated with new buildings, where appropriate. Opportunities for ancillary community spaces may be explored. These areas should be linked by pathways to facilitate active transportation connectivity. The mobility network shown on Annex A – Circulation and Connection Diagram demonstrates how this may be achieved.
- 8) Building placement and design shall contribute to a positive relationship to the street, with shallow setbacks, street trees and landscaping. Building façades should define, frame, and animate the public realm.
- 9) OCH amenity areas or POPS within 50 metres of Highway 417 shall include landscaping to mitigate highway-related noise and emissions and introduce opportunities for shading.

15-Minute Neighbourhoods and Connectivity

- 10) The redevelopment of Foster Farm will increase connectivity for all modes of transportation through the site and prioritize the safety and movement of people using active transportation.
- 11) Active transportation facilities will link greenspaces together and provide direct connections to Pinecrest Station, such as demonstrated on Annex A – Circulation and Connection Diagram.

- 12) Non-residential land uses are permitted and should be considered at ground level in new buildings fronting Dumaurier Avenue and Ramsey Crescent.
- 13) Opportunities to assess the potential for neighbourhood amenities such as a retail food store, retail store such as a pharmacy, daycare or childcare facilities, and a school should be explored.

Daycare and Childcare Facilities

- 14) Upon redevelopment, a proponent of development should explore opportunities with the City to accommodate a daycare or childcare facility within a proposed building in the Foster Farm sector, that is centrally located, that could support the anticipated population growth of the area, and that considers outdoor play space needs and vehicular access requirements for drop-off/pick-up.

Energy

- 15) Upon redevelopment, as part of a Complete Application, a Community Energy Plan may be required for the Foster Farm Sector, which will explore the potential for energy efficiency improvements such as a District Energy System.

Section 6: Queensview Sector

The following policies apply to the Queensview Sector, as identified on Schedule B – Secondary Plan Sectors. The Queensview Sector is comprised of Hub, Neighbourhood and Greenspace designations, as identified on Schedule A – Secondary Plan Area and Land Use Designations. The policy context and vision are described through the lens of each of these designations.

Queensview Sector – Hub Designation

The Queensview Hub is intended to evolve into a high-density, mixed-use district that is anchored by both the Queensview and Pinecrest O-Train stations, with a Complete Street, a new central park, and improved active transportation connectivity to surrounding neighbourhoods and to the National Capital Commission (NCC) greenspace in the Pinecrest Creek valley. New development will bring neighbourhood amenities at grade level, and introduce new housing, parks, and potentially office employment and a recreation complex near rapid transit.

Queensview Sector – Neighbourhood Designation

The Queensview Sector Neighbourhood designation applies to the majority of the Queensway Terrace North (QTN) community, which is characterized by an abundance of greenspace, mature trees, and proximity to both the Lincoln Fields and Queensview O-Train stations. Over time, QTN will evolve to see a greater diversity of low-rise housing options and become a more walkable and connected community with improved access to local parks, amenities, and transit. As part of this evolution, concerted efforts will be required to maintain its green character, add sidewalks, and introduce additional north-south active transportation connections between the south part of the Neighbourhood and the Hub designation on Queensview Drive.

Queensview Sector – Greenspace Designation and Parks in other Designations

The Queensview Sector features two large, interconnected parks in the Greenspace designation: Frank Ryan Park and Elmhurst Park. Elmhurst Park contains Elmhurst Park Woods, which is identified as an Urban Natural Feature in Volume 1 of the Official Plan. Just beyond the Plan area to the east is Connaught Park and the National Capital Commission's Pinecrest Creek valley. Looking forward, this Plan establishes policy direction for a new park that is central to Queensview Drive.

6.1 Queensview Sector: Sector-Specific Policies

The following policies apply to general areas or groups of properties in the Queensview Sector, as indicated on Schedule B – Secondary Plan Sectors.

Minimum Densities

- 1) Notwithstanding the minimum densities in Table 3A of the Official Plan, the minimum densities in columns two and three do not apply to properties on the north side of Queensview Drive in order to accommodate appropriate building height transitions.

Land Uses and Active Frontages

- 2) Development along Queensview Drive shall include at least one non-residential land use at grade level per building that is oriented to Queensview Drive. Non-residential units should be large enough to support a retail store intended to serve the local community, such as a convenience store, café or restaurant.
- 3) New building facades fronting Queensview Drive and the active transportation pathways leading directly to Queensview Station shall have active frontages at grade level and a high proportion of glazing to provide animation and passive supervision of the street.

Building Heights and Built Form

- 4) Development along Queensview Drive shall be sited and designed to frame Queensview Drive.
- 5) Maximum building heights for properties on the north side of Queensview Drive shall be determined by the application of an approximate 45-degree angular plane, as measured from the shared lot line with the Neighbourhood designation at the maximum height per zoning for the abutting Neighbourhood lot, and as identified in Schedule C – Maximum Building Heights, Connectivity and Parks.
- 6) Notwithstanding high-rise permissions up to 40 storeys identified on Schedule C – Maximum Building Heights, Connectivity and Parks, for properties on the south side of Queensview Drive where properties are deep enough to accommodate two high-rise buildings north-to-south, the maximum building heights shall be tallest at the southern portion of the properties closest to the O-Train stations and Highway 417 and lower for the northern-most high-rise buildings that front onto Queensview Drive.

Queensview Drive Complete Street

Future transportation decisions for Queensview Drive will support the vision of its transformation towards a Complete Street with a mainstreet character that accommodates safe active transportation facilities and street trees. This Plan implements the reclassification of Queensview Drive in Schedule C16 of Volume 1 of the Official Plan from a local to a collector road to allow for a Complete Street design.

- 7) Queensview Drive shall be a candidate for a Complete Street, with opportunities for improvements implemented through development applications or City capital projects.
- 8) The 24-metre right-of-way protection for Queensview Drive requires a land dedication to the City as part of a development application. The land dedication will also apply around the cul-de-sac at the east end of the street.
- 9) Upon reconstruction of Queensview Drive:
 - a) The recommended cross-section should generally be a combination of “24A Mixed Frontages” and “24C Mainstreet” from the Designing Neighbourhood Collector Streets Guidelines in order to ensure sidewalks and cycle tracks on both sides, street trees, transit shelters, and on-street parking on at least one side of the street.
 - b) The removal and burial of hydro poles, wires and related infrastructure is strongly encouraged.

Parks and Greenspace

- 10) The City shall continue to manage the Elmhurst Park Woods Urban Natural Feature, as identified on Schedule A – Secondary Plan Area and Land Use Designations, as directed in Volume 1 of the Official Plan.
- 11) The City shall replace the fieldhouse in Frank Ryan Park with a new fieldhouse that includes community amenity spaces.
- 12) Queensview Drive shall have a new centrally located park, comprised of consolidated parkland on 2670 and 2680 Queensview Drive, approximately as demonstrated on Annex B – Demonstration Plan for 2650, 2670, 2680 & 2700 Queensview Drive.
- 13) If the full parkland dedication rate in the Parkland Dedication By-law cannot be provided at 2680 and 2700 Queensview Drive, the balance may be provided as cash-in-lieu of parkland dedication.
- 14) Given the direction in this Plan for a centrally located park on the south side of Queensview Drive, properties on the north side of Queensview Drive larger than 4,000 square metres may have the option to provide the entirety of their parkland dedication as cash-in-lieu of parkland, as determined on a case-by-case basis through individual development applications.
 - a) If cash-in-lieu of parkland is provided as part of development of properties larger than 4,000 square metres on the north side of Queensview Drive, a POPS with soft landscaping and trees fronting Queensview Drive may be required as part of a Site Plan Control application.
- 15) Parkland may be provided as part of a future recreation complex at 2550 Queensview Drive.

Noise, Emissions and Privacy

- 16) On the south side of Queensview Drive, consideration should be given to the location and configuration of high-rise building podiums to help mitigate noise from Highway 417.
- 17) A landscaped buffer, such as a berm with trees, or a tall privacy fence, should be considered along the south property line of 2650, 2670, 2680, 2700, 2720, and 2740 Queensview Drive and 1061 Pinecrest Road in order to mitigate noise and emissions from Highway 417, as well as noise from the O-Train.
- 18) The City should request that the Ministry of Transportation of Ontario consider extending noise barriers along Highway 417 where it abuts the Pinecrest-Queensview Hub in order to support residential and mixed-use development near rapid transit.

6.2 Queensview Sector: Site-Specific Policies

The following policies apply to individual sites in the Queensview Sector.

2550 Queensview Drive

This site has been designated as “Future City Facility / Community Amenity” on Schedule C and the following policies shall apply:

- 1) If OC Transpo deems the existing bus maintenance facility to be surplus, this property should remain under City ownership for use as a future City facility.



- a) The intended future land use for this property shall be a City recreation complex.
 - b) If residential land uses are provided, maximum building heights shall be up to 40 storeys and shall provide appropriate building height transitions between the Hub designation and the Neighbourhood designations to the north and east.
- 2) Opportunities should be explored to co-locate the future recreation complex with other complementary land uses, such as a library, childcare facility, housing, and a park.
 - 3) Queensview Drive should not be extended through 2550 Queensview Drive to connect directly to Connaught Avenue, and only indirect connections should be considered, such as low-speed indirect drive aisles with traffic calming measures.
 - 4) The south-east portion of the site, between the east-west MUP, Connaught Avenue, Highway 417, and the O-Train tunnel and trench, is physically disconnected from the rest of the site because of the O-Train alignment and should be considered as a potential site for a fenced off-leash dog run area or other appropriate amenities.
 - 5) Development shall enhance the sense of safety for people using active modes of transportation to access Queensview Station by:
 - a) Ensuring that new buildings frame the public realm with active frontages and/or a high proportion of transparent glazing;
 - b) Considering sight lines between new buildings and Queensview Station and between the public realm and Queensview Station; and
 - c) Including placemaking elements that animate the public realm, such as distinctive landscape design or public art.

2550, 2600, 2611, 2615, and 2650 Queensview Drive - Development Abutting Active Transportation Connections to Queensview Station

- 6) Future development at 2550, 2600, 2611, 2615 and 2650 Queensview Drive shall enhance active transportation access to Queensview Station by:
 - a) Providing landscaping, tree planting, and pedestrian lighting within required setbacks along multi-use pathways, sidewalks, and transit plazas in order to enhance the attractiveness and sense of safety for pedestrians and cyclists;
 - b) Providing raised landscape features parallel to multi-use pathways and sidewalks, such as a low vegetated berm, planter or retaining wall, in order to help guide users of the multi-use pathways and sidewalks to stay on those respective pathways and discourage pedestrians from cutting across parking lots, drive aisles and truck turning routes; and
 - c) Ensuring new buildings frame the multi-use pathways and sidewalks with active frontages and/or a high proportion of glazing in order to provide opportunities for passive supervision and contribute to a sense of safety for people walking and cycling to and from Queensview Station.

2600 Queensview Drive

The policies in this Plan, conceptually illustrated on Annex C – Demonstration Plan for 2600 Queensview Drive, establish a vision and guidance for the redevelopment of this strategically important site, located between Queensview Station and Queensview Drive. Given the lack of direct road right-of-way frontage at Queensview Station, it is critical that the redevelopment of 2600 Queensview Drive facilitate safe and attractive pedestrian connections through this site,

between Queensview Drive and Queensview Station. In addition, redevelopment of this property will play an important role in the animation and passive supervision of public spaces that contribute to the experience of accessing Queensview Station.

- 7) East-west pedestrian connectivity should be informed by the alignment of the pedestrian plaza as identified on Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive, and allow for east-west pedestrian connections between the west and central parts of the site.
- 8) North-south pedestrian connectivity should be focused approximately on the central part of the site with safe, inviting, and publicly accessible pedestrian spaces that provide direct pedestrian movements and sightlines between Queensview Drive and the west access to Queensview Station.
- 9) Public access easements shall be provided along the east-west and north-south pedestrian connections through the site.
- 10) Two separate privately owned public spaces (POPS), parks or plazas should be provided as follows:
 - a) One located at the south-east corner of the site adjacent to the main access to Queensview Station;
 - b) The other located at the south-central portion of the site adjacent to the west access to Queensview Station; and
 - c) Both locations should include pedestrian-scale lighting, seating, and be considered as potential locations for public art.
- 11) Development adjacent to the POPS shall include active frontages and a high proportion of transparent glazing at grade level to allow for passive supervision and enhance the sense of safety for people accessing Queensview Station.

2625, 2655, 2675, 2685, 2705, and 2725 Queensview Drive – Active Transportation Connection

An active transportation connection shall be pursued between the west-central portion of Queensview Drive and Moncton Road, as follows:

- 12) Upon the redevelopment of properties at 2625, 2655, 2675, 2685, 2705, and 2725 Queensview Drive, a publicly accessible north-south active transportation connection may be required from the north to the south property lines.
 - a) If two abutting properties have concurrent development applications, opportunities to share the land requirements for a future pathway should be explored.
 - b) Once a pathway is secured, the City will seek opportunities to complete a pathway connection between a property or properties on Queensview Drive and Moncton Road.

2650, 2670, 2680, and 2700 Queensview Drive

The policies in this Plan, in combination with Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive, identify the vision for these four properties that includes a large consolidated central park, a pedestrian plaza, a new public street, a private street, private lanes, and several development sites for high-rise buildings intended for both market housing and affordable housing.

Realizing this vision relies on the relocation of Ottawa Police Service operations from the City-owned property at 2670 Queensview Drive. As part of the land disposal process, opportunities for land swaps should be explored with abutting property owners in order to find efficiencies, such as locating the same land uses across abutting parcels in order to facilitate the sharing of underground parking. The land disposal, lot creation, and development application process will be guided by this Plan and Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive.

The Demonstration Plan identifies a large portion of 2670 Queensview Drive to be dedicated as parkland, to be combined with additional parkland dedication from 2680 Queensview Drive. Together, this will be the central park for Queensview Drive. The remainder of 2670 Queensview Drive is intended to be developed as follows (from north to south), as indicated on Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive:

- One high-rise building to the east of the park fronting Queensview Drive that is intended for affordable housing;
- An east-west pedestrian plaza south of the park, identified as a proposed active transportation connection on Schedule C – Maximum Building Heights, Connectivity and Parks, that is intended to be a privately-owned public space (POPS) that provides private amenity areas and publicly accessible pedestrian connections towards Queensview Station;
- Two high-rise buildings to the south of the pedestrian plaza that are intended to for market housing; and
- A new public street that connects to Queensview Drive in two locations and generally travels north-south straddling the property line between 2680 and 2700 Queensview Drive, east-west along the south portion of 2680 and 2670 Queensview Drive, and north-south along the western edge of 2650 Queensview Drive.

The western edge of 2670 Queensview Drive contains a portion of land subject to an easement that leads to 2676 Queensview Drive, which is a small separate property that houses a telecommunication building.

All parties are encouraged to maintain the terms of the existing easement as necessary, to find solutions to allow parkland and the pedestrian plaza over the easement lands, and to integrate development as seamlessly as possible with 2670 Queensview Drive. This could involve the exploration of relocating the telecommunication building within an underground parking structure.

In order to ensure a cohesive vision and consistent approach in accordance with Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive, a Memorandum of Understanding may be required between the City and private landowners to determine matters such as land swaps, disposals, phasing, potential cost-sharing and maintenance agreements. A Plan of Subdivision will guide lot creation and the dedication of public streets and parkland.

The following policies shall guide the development of 2650, 2670, 2680 and 2700 Queensview Drive, approximately as demonstrated in Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive:

- 13) Development applications will generally align with Annex B – Demonstration Plan for 2650, 2670, 2680 & 2700 Queensview Drive.

- 14) The minimum amount of parkland to be provided on 2680 Queensview Drive should be approximately as indicated on Annex B – Demonstration Plan for 2650, 2670, 2680 and 2700 Queensview Drive. Opportunities to provide more parkland dedication, but not exceeding the maximum rates in the City’s Parkland Dedication By-law, should be explored through land swaps, disposals, or the development application process.
- 15) The City should consider a land swap or disposal of the easement lands on the western edge of 2670 Queensview Drive to the owners of 2680 Queensview Drive, in order to allow for the portion of these lands north of the proposed east-west pedestrian plaza to be dedicated as part of parkland dedication for 2680 Queensview Drive.
- 16) The proposed pedestrian plaza, identified as a proposed active transportation connection on Schedule C – Maximum Building Heights, Connectivity and Parks, shall be a privately-owned public space (POPS) that provides private amenity space and wide and inviting publicly accessible pedestrian connections to facilitate access to Queensview Station. The pedestrian plaza should include all of the following:
 - a) A public access easement;
 - b) Trees along the north and south sides of the plaza, with sufficient soil volume for medium size trees or larger, even if located on top of an underground parking garage;
 - c) A distinctive surface treatment to differentiate the plaza from the public street; and
 - d) Pedestrian-scale lighting.
- 17) The proposed public street should include all of the following:
 - a) On-street parking on at least one side, located between bulb-outs and/or curb extensions in order to visually define the on-street parking and minimize the width of the vehicle travel lanes;
 - b) Raised crossings where the pedestrian plaza crosses the public street to maintain a consistent level surface for the pedestrian plaza;
 - c) Access to underground parking from the new public or private street and not from Queensview Drive; and
 - d) Street trees with sufficient soil volume to support medium size trees or larger.

1061 Pinecrest Road

- 18) A childcare facility is strongly encouraged to be incorporated in future development.
- 19) The required public-facing non-residential space at grade should generally be located at the north-west corner of the building to front onto both Pinecrest Road and Queensview Drive.
- 20) A landscaped berm should be considered along the south lot line to mitigate noise and emissions from Highway 417.

2576 Severn Avenue

This property was acquired by the City to extend the multi-use pathway that travels north-south along the western edge of 2550 Queensview to connect to Severn Avenue. This will improve active transportation connectivity between the Queensway Terrace North community and Queensview Station. The following policies apply to 2576 Severn Avenue:

- 21) The existing dwelling on this property will be demolished to accommodate a multi-use pathway on one side of the property.

- a) The multi-use pathway shall include pedestrian-scale lighting.
- b) The portion of the property that is not required for the multi-use pathway shall be severed and disposed of as a future residential development site.

847 Connaught Avenue

- 22) This City owned property shall be used for active transportation purposes to connect the local street network with the NCC pathways in the Pinecrest Creek valley.

999, 1003, and 1007 Connaught Avenue

These three properties were expropriated as part of the Stage 2 O-Train western extension in order to accommodate the tunnel between the NCC lands in the Pinecrest Creek valley and 2550 Queensview Drive. Since these properties are encumbered by the tunnel and cannot be dedicated to the City as parkland, the following policy will guide the future use of these lands.

- 23) Following completion of the multi-use pathways through these properties, as approximately indicated on Schedule C - Maximum Building Heights, Connectivity and Parks, opportunities should be explored to program the space between the pathways fronting Connaught Avenue with a community amenity, such as a community garden or informal gathering space with seating and landscaping.

2553 Severn Ave

- 24) The northern part of Severn Avenue Public School that provides a connection to Chambers Avenue should be improved as a formalized active transportation connection with a paved and winter-maintained multi-use pathway and curb cut to improve accessibility and active transportation access to the school site.

2720 Richmond Road

- 25) The south-east portion of 2720 Richmond Road fronting Rob Roy Avenue is located within the Plan area and is encouraged to be better utilized to either formalize a pedestrian short-cut between Rob Roy Avenue and La Maison de la Francophonie or considered for severance and disposal to create a new low-rise residential development lot or lots on Rob Roy Avenue.

Section 7: Baxter – Iris Sector

The following policies apply to the Baxter-Iris Sector, as identified on Schedule B – Secondary Plan Sectors. The Baxter – Iris Sector includes lands in the Plan Area that are south of Highway 417 and east of Greenbank Road, which include a Hub designation that extends across much of the north and west part of the Baxter – Iris Sector. The Corridor designation applies to Iris Street and a short segment of Greenbank Road. The lands to the south and east of the Hub and Corridor designations are part of the Neighbourhood and Greenspace designation and include parts of the Queensway Terrace South, Ridgeview, and Parkway Park communities.

The Baxter-Iris Sector has many of the ingredients for a vibrant and complete community, but faces many transportation and land use challenges, such as active transportation barriers caused by Highway 417 and its on- and off-ramps; heavy traffic volumes on Greenbank Road and nearby Baseline Road; a regionally significant commercial destination; a regionally important recreational facility in Pinecrest Park; and light industrial land uses serviced by a dead-end street on Baxter Road. Together, this has resulted high vehicular traffic volumes, connectivity challenges, and large surface parking lots in the Baxter-Iris Sector.

However, transportation access and options will see major changes with the opening of nearby Pinecrest, Queensview, and Iris stations, as well as the future bus rapid transit corridor on Baseline Road. This will bring opportunities for intensification and new parks but will also require improved safety and connectivity to support the new travel patterns to and from rapid transit. In particular, there is a need to improve pedestrian and cycling facilities on Pinecrest bridge over Highway 417, Iris Street, Baxter Road, and Southwood Drive, which have all been identified as future projects in the Transportation Master Plan and reflected on Schedule C – Maximum Building Heights, Connectivity and Parks.

Baxter-Iris Sector – Hub Designation

The Hub designation in the Baxter-Iris Sector provides a framework to re-centre the intensity of land uses and mobility options around the nearby O-Train stations, with the tallest buildings closest to the pedestrian bridge to Queensview Station. Maximum building heights are lower on the west side of the Hub in this Sector, near Greenbank Road, because the pedestrian access to the O-Train is significantly worse than from Baxter Road to Queensview Station. Other maximum building heights generally taper towards the edges of the Hub, and also reflect lot size and ability for building height transitions, as well as pedestrian access to the O-Train. Overall, the Baxter-Iris Sector will maintain its role as a vibrant regional commercial destination, but also support residential and mixed-use intensification in proximity to O-Train stations, along with new streets, active transportation connections, and parks to improve connectivity and liveability and support a growing population.

Baxter-Iris Sector – Corridor Designation

The Corridor designation establishes permissions for low-rise and mid-rise intensification along Iris Street, generally in keeping with Volume 1 of the Official Plan. While land use permissions allow for some non-residential land uses, it is anticipated that development will be primarily residential, with most commercial and mixed-use development in the nearby Hub. The Iris Street corridor will become an important active transportation route that will facilitate trips to and from Pinecrest, Queensview and Iris O-Train stations.

Baxter-Iris Sector – Neighbourhood Designation

The Neighbourhood designation applies to portions of the Queensway Terrace South, Ridgeview, and Parkway Park communities, which feature primarily detached homes, several parks and schools, and good access to Queensview Station and Iris Station to the north and east, and to the future Baseline bus rapid transit corridor to the south. In the Neighbourhood designation, this Plan mostly leaves changes to development permissions to the Zoning By-law and generally supports a greater diversity of low-rise housing options. This Plan requires new connections as part of the development of large sites in the Neighbourhood, Corridor and Hub designations that will improve access to parks, transit, and neighbourhood amenities.

Baxter-Iris Sector – Greenspace Designation and Parks in other Designations

Over time, this Sector will see several new parks as properties are developed on Baxter Road in the Hub designation, as well as an expansion to Parkway Park in the Neighbourhood designation. This Plan also highlights an opportunity for new park amenities in Pinecrest Park near Iris Street to support nearby intensification.

7.1 Baxter-Iris Sector: Sector-Specific Policies

Iris Street

Iris Street is an important east-west Corridor that links several residential communities, commercial destinations, and two arterial roads with nearby highway access. The arrival of Pinecrest, Queensview, and Iris O-Train stations mean that Iris Street will play an increasingly multi-modal role in providing access to rapid transit. Over time, Iris Street will see an evolution in terms of land use and development, as a Corridor that supports primarily low-rise and mid-rise development. The following policies apply to Iris Street in the Plan Area:

- 1) Iris Street shall safely accommodate all modes of transportation.
- 2) The City should consider re-purposing road space dedicated to on-street parking for new or improved active transportation facilities.
- 3) Curb cuts and private approaches shall be minimized on Iris Street and generally be limited to one per lot. On corner properties, curb cuts and private approaches should be provided from side streets.

Baxter Road and the Future Extension of Baxter Road to Elmira Drive

The pedestrian bridge over Highway 417 from Baxter Road to Queensview Station brings a critical new mobility role for Baxter Road to carry people in the Baxter-Iris Sector to and from Queensview Station. While the scope of work for Queensview Station includes some improvements to Baxter Road, this Plan identifies additional investments that will be required to accommodate the growing volumes of O-Train passengers accessing Queensview Station via Baxter Road and the pedestrian bridge over Highway 417.

The east end of Baxter Road currently terminates at 1050 Baxter Road, which creates a dead-end street just east of the pedestrian bridge over Highway 417 to Queensview Station. This Plan provides a vision to dramatically improve connectivity in this area by extending Baxter Road through 1050 Baxter Road to connect with Elmira Drive, approximately as indicated on Schedule C – Maximum Building Heights, Connectivity and Parks. A future traffic study will

determine whether this road extension connects 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.

In addition, a multi-use pathway will extend between the north-east corner of 1050 Baxter Road, generally along the norther portions of 2221 and 2179 Elmira Drive, to connect the extension of Baxter Road with Parkway Park and provide a direct pedestrian connection between the Parkway Park community and the pedestrian bridge to Queensview Station.

The following policies apply to Baxter Road and the future extension of Baxter Road to Elmira Drive:

- 4) The future renewal or reconstruction of Baxter Road should explore the feasibility of the following:
 - a) Additional vehicular passenger pick-up and drop-off areas;
 - b) Cycle tracks to replace on-street bike lanes;
 - c) Cycling ramps at the north and south sides of the pedestrian bridge to Queensview Station in order to allow for continuous cycling access over Highway 417 without entering a fare-paid zone; and
 - d) Opportunities for pedestrian crossings, such as pedestrian crossovers.
- 5) Baxter Road shall safely accommodate all modes of transportation.
- 6) Upon redevelopment of 1050 Baxter Road, Baxter Road shall be extended through the site and dedicated to the City as a public street, approximately as indicated on Schedule C – Maximum Building Heights, Connectivity and Parks, and ultimately connect to Elmira Drive whether by road or active transportation connection. Alternate alignments of the extension of Baxter Road through 1050 Baxter Road may be determined as part of the development approvals process without an amendment to this Plan.
- 7) The City may consider property acquisition on the north side of Elmira Drive to accommodate the extension of Baxter Road between 1050 Baxter Road and Elmira Drive. If property acquisition is not pursued, a lane, drive aisle, or multi-use pathway may be considered through the City-owned property at 2267 Elmira Drive to connect to the extension of Baxter Road through 1050 Baxter Road.

Pinecrest Park

- 8) The City should consider opportunities to introduce new park amenities, particularly at the north-west corner of the park, that would be accessible from Iris Street.

Reconfiguration of the western vehicular access to 2685 Iris Street and 2735-2745 Iris Street

- 9) Upon redevelopment of the western portion of 2685 Iris Street and/or 2735-2745 Iris Street, a transportation study shall be required to evaluate a reconfiguration of the multi-modal access to these properties. The transportation study should include, but not be limited to, all of the following considerations:
 - a) Moving the intersection of the public or private street or drive aisle at Iris Street further east to allow for longer queuing to the intersection of Iris Street and Greenbank Road;

- b) Right-of-way requirements for the west end of Iris Street, between Greenbank Road and the intersection described in policy 9a) above, which may be wider than the remainder of Iris Street;
- c) Equitable distribution of property impacts between landowners, or appropriate compensation through a private landowner's agreement between property owners;
- d) Adjustments to the south property lines of 2735-2745 Iris Street, with potential for a City disposal or land swap for portions of the Iris Street right-of-way to improve the consistency of property lines along the north side of Iris Street and allow future development to better frame Iris Street; and
- e) Safety improvements, particularly for people using active transportation.

Intersection of Greenbank Road at Iris Street

- 10) Future intersection modifications or changes to traffic light signals should accommodate an east-west pedestrian and cycling crossing at the north part of the intersection to facilitate connectivity to Pinecrest Station.

Ministry of Transportation Highway 417 On-Ramp

- 11) Upon replacement of the Pinecrest bridge over Highway 417, consideration should be given to the location and configuration of the northbound Greenbank Road to eastbound Highway 417 on-ramp in order to achieve a more efficient geometry, reduce impacts to the intersection of Greenbank Road at Iris Street, minimize long-term maintenance costs, and improve building frontages at 2735-2745 Iris Street along Greenbank Road.

7.2 Baxter-Iris Sector: Site-Specific Policies

The following policies apply to individual sites in the Baxter-Iris Sector.

2155 Elmira Drive

- 1) Parkland dedication shall be provided to expand Parkway Park, approximately as indicated on Schedule C – Maximum Building Heights, Connectivity and Parks.
- 2) A publicly accessible north-south active transportation connection shall be provided between Parkway Park and Elmira Drive, approximately as indicated on Schedule C – Maximum Building Heights, Connectivity and Parks.

2179 Elmira Drive

- 3) Upon redevelopment, a publicly accessible east-west multi-use pathway shall be provided to form part of a future pathway connection between Parkway Park and the extension of Baxter Drive, approximately as indicated by the Proposed Active Transportation Connection on Schedule C – Maximum Building Heights, Connectivity and Parks.
- 4) Upon redevelopment, parkland dedication shall be provided, with considerations for opportunities to expand Parkway Park and/or to provide a connection between Parkway Park and Elmira Drive. A public access easement may be required to allow pedestrian access between Elmira Drive and Parkway Park.
- 5) Development shall be designed to minimize shadow impacts on the abutting school site and park.

2221 Elmira Drive

- 6) This property is encouraged to be maintained as a school site.
- 7) If this property is redeveloped, a publicly accessible east-west multi-use pathway shall be provided to form part of a future pathway connection between Parkway Park and the extension of Baxter Drive, approximately as indicated by the Proposed Active Transportation Connection on Schedule C – Maximum Building Heights, Connectivity and Parks.

2267 Elmira Drive

- 8) This City owned property shall be used for future transportation purposes to accommodate the extension of Baxter Road to connect with Elmira Drive, as identified on Schedule C – Maximum Building Heights, Connectivity and Parks.

2453 Iris Street

- 9) Upon redevelopment, a publicly accessible north-south active transportation connection with pedestrian-scale lighting shall be required between Elmira Road and Iris Street.
- 10) Development along the north-south active transportation connection should be designed to support a sense of safety, such as by providing a high proportion of transparent glazing and minimizing blank walls, ensuring direct sightlines to public streets, and incorporating appropriate lighting.
- 11) Curb cuts and private approaches shall be minimized on the Iris Street frontage, with a preference for vehicular access from Elmira Drive.
- 12) Surface parking, where provided, shall be located in the interior of the site and generally be screened from Iris Street.
- 13) Upon redevelopment, the proponent should explore opportunities with the City to accommodate a childcare facility within a proposed building, that is centrally located, that could support the anticipated population growth, and considers outdoor play space needs and vehicular access requirements for drop-off/pick-up.

1105 Cobden Road

- 14) At least one non-residential land use shall be required at grade level fronting the corner of Cobden Road and Elmira Drive in order to animate the streets and provide neighbourhood amenities.

1119 Baxter Road

- 15) At least one non-residential land use shall be required at grade level fronting the corner of Baxter Road and Iris Street Drive in order to animate the streets and provide neighbourhood amenities.
- 16) Upon redevelopment, cycling facilities may be required along on east side of Baxter Road.
- 17) Future parkland dedication should be located at the northern part of the site in order to be consolidated with the future parkland dedication at 1101 Baxter Road, approximately as indicated on Schedule C – Maximum Building Heights, Connectivity and Parks.

1101 Baxter Road

- 18) Upon redevelopment, a sidewalk shall be required in the right-of-way along the east and south side of Baxter Road, adjacent to 1101 Baxter Road.
- 19) Upon redevelopment, cycling facilities may be required in the right-of-way along the east and south side of Baxter Road, adjacent to 1101 Baxter Road.
- 20) Redevelopment shall include a new public or private street(s) that demonstrate all of the following:
 - a) Improved overall connectivity through the site;
 - b) Direct access to Queensview Station;
 - c) Prioritized safety for people using active transportation; and
 - d) Connections to the broader street network.
- 21) The locations of the new street(s) at 1101 Baxter Road that are identified as Conceptual Future Street Network on Schedule C – Maximum Building Heights, Connectivity and Parks may be altered during the review of a development application without an amendment to this Plan, provided they conform to policy 20) above.
- 22) Notwithstanding policy 2.1(6), development in the north-west part of the site fronting Baxter Road may provide active frontages along the new public or private street(s) internal to the site instead of along Baxter Road in order to mitigate noise impacts from Highway 417, provided the following conditions are met:
 - a) The new public or private street conforms to policy 20) above;
 - b) Building façades at grade level fronting Baxter Road, and landscaping between buildings and Baxter Road, should support pedestrian comfort and safety, such as by minimizing blank walls and providing transparent glazing; and
 - c) Shipping, receiving, loading, waste removal, and similar functions should be located to minimize impacts to the public realm.
- 23) Development at the north part of the site may include a pedestrian bridge over Baxter Road to connect directly to the pedestrian bridge over Highway 417 to Queensview Station without an amendment to this Plan.

1050 Baxter Road

- 24) A new public street shall be required, approximately in the location indicated on Schedule C – Maximum Building Heights, Connectivity and Parks and as described in Section 7.1 policy 6), to extend Baxter Road to connect with Elmira Drive.
- 25) Development shall be sited and designed to minimize shadow impacts on the abutting school site.
- 26) The east-west active transportation connection along the south part of the property is intended to connect the future parks at 1101 and 1050 Baxter Road.

2685 Iris Street

2685 Iris Street contains a commercial plaza with large-format retail land uses, stand-alone commercial buildings, and vast surface parking lots. The entire site is designated as a Hub and holds significant potential for intensification.

Maximum building heights are greatest at the north-east corner of the site, closest to Queensview Station. There are opportunities for high-rise buildings generally on the northern half of the site, with building heights stepping down to mid-rise at the southern part of the site along Iris Street to better integrate with the Minor Corridor designation in Volume 1 of the Official Plan and the relatively narrow right-of-way on Iris Street.

The site will benefit from a more formalized public or private street that not only acts as a drive aisle to parking but also provides an organizing element for future development of the site and better support multi-modal connectivity from Iris Street to Baxter Road. This street may remain as a private street if the land uses along it remain entirely commercial. If residential land uses are proposed, a public street may be required.

- 27) Upon redevelopment, the main vehicular access from Iris Street should be moved further east, approximately as indicated in Schedule C – Maximum Building Heights, Connectivity and Parks, and as described in Section 7.1 policy 9).
- 28) The Conceptual Future Street Network through the site, as indicated on Schedule C – Maximum Building Heights, Connectivity and Parks, may be public or private and shall require sidewalks.
- 29) Parkland dedication shall be guided by the following policies:
 - a) For development of the north-east portion of the site fronting Baxter Road, a new park should generally be located along Baxter Road but away from Highway 417, approximately as indicated in Schedule C – Maximum Building Heights, Connectivity and Parks; and
 - b) For development of the remaining portion of the site, parkland dedication shall be required if there are residential land uses proposed, and any new park shall have frontage on a public street.
- 30) Future development on the south part of the site shall provide active frontages along Iris Street. If large-format retail is retained or re-introduced with primary access from the north (for visibility from Highway 417), street-oriented residential or mixed-use development should be located between Iris Street and the large-format retail, fronting Iris Street.
- 31) A future north-south active transportation connection may be required upon redevelopment of 2685 Iris Street, between Iris Street and the east-west street or drive aisle.

2735-2745 Iris Street

- 32) Future lot lines shall be determined by the following policies:
 - a) If a new street or drive aisle is provided along the boundary of 2735 Iris Street and 2685 Iris Street, approximately in the location indicated on Schedule C – Maximum Building Heights, Connectivity and Parks, the south property line of 2735 and 2745 Iris Street should be adjusted to allow for improved building frontages on the north side of Iris Street.
 - b) If the on-ramp to Highway 417 to the west of 2735 and 2745 Iris Street is re-configured with a more land-efficient geometry, as described in Section 3.8, the City may consider acquiring any surplus property from the Ministry of Transportation to allow for improved building frontages on the east side of Greenbank Road and more direct pedestrian connections to Pinecrest Station.

Section 8: Morrison Drive Sector

The following policies apply to the Morrison Drive Sector, as identified on Schedule B – Secondary Plan Sectors. The Morrison Drive Sector applies only to the Mixed Industrial designation on the north side of the east-west portion of Morrison Drive. This Plan recognizes the importance of these Mixed Industrial lands for employment purposes.

The east end of Morrison Drive at Greenbank Road is less than 500 metres from Pinecrest Station. The remaining connection via Greenbank Road and Pinecrest bridge over Highway 417 will see active transportation improvements in the coming years that will significantly improve safety and comfort for people walking or cycling between Pinecrest Station and Morrison Drive.

The south and west end of Morrison Drive, beyond the Plan area, extends to Baseline Road, which is the location of a future Bus Rapid Transit station on the east-west Baseline rapid transit corridor. Morrison Drive can therefore be seen as an increasingly important conduit that will nearly connect two separate rapid transit corridors. As a result, future improvements to Morrison Drive should focus on the safety and comfort of active transportation modes in order to support these connections to rapid transit.

The vision for the Morrison Drive Sector is to support Mixed Industrial employment land uses and job growth, improve active transportation safety and connectivity, and grow the urban forest canopy coverage.

8.1 Morrison Drive Sector: Sector-Specific Policies

Future Active Transportation Facilities

- 1) The City shall explore the feasibility of the following active transportation improvements on Morrison Drive:
 - a) Cycling facilities on Morrison Drive between Baseline Road and Greenbank Road.
 - b) Completion of the sidewalk on the south and east side of Morrison Drive, from just south of the Plan area to Draper Avenue.

1070, 1090, 1120, or 1130 Morrison Drive

- 2) Upon redevelopment of any of 1070, 1090, 1120, or 1130 Morrison Drive, the City will consider opportunities to acquire land for a potential future north-south multi-use pathway and active transportation bridge over Highway 417.

Urban Tree Canopy Coverage

- 3) Upon redevelopment of any property in the Morrison Drive Sector, opportunities shall be explored to plant trees that will increase the urban tree canopy coverage, reduce the heat island effect, and mitigate the dispersion of particulate matter pollution from Highway 417.

Section 9: Implementation

This Plan is intended to be read in its entirety in conjunction with the Official Plan since it is supplemental to Official Plan policies. The following policies provide guidance and clarification for the implementation of this Plan:

- 1) In cases where the Secondary Plan policies overlap with those in Volume 1 of the Official Plan, the policies in this Plan take precedence.
- 2) In the event of discrepancies between the Schedules and any policy text, the policy text shall take precedence.
- 3) In the event of discrepancies between policies:
 - a) Between Sector-Specific Policies and Designation-Specific Policies: the Sector-Specific Policies shall take precedence.
 - b) Between Sector-Specific Policies and Site-Specific Policies, the Site-Specific Policies shall take precedence.
- 4) Information contained in the Schedules of this Plan are City policy.
- 5) Annexes to this Plan, including Demonstration Plans, are not considered City policy and are provided as guidance that may be refined through development applications without an amendment to this Plan.
- 6) Figures in this Plan are intended as illustrations only and are not considered policy. In the event of discrepancies between Figures and policies or Schedules, the policies and Schedules shall take precedence.
- 7) Where there is more than one maximum height category on a property, the location of the dividing line between different height categories on Schedule C – Maximum Building Heights, Connectivity and Parks is approximate and to be determined as part of a development application. Amendments to this Plan will not be required for minor deviations to the locations of height categories that maintain the intent of this Plan.
- 8) Throughout this Plan, references to pedestrian(s) and active transportation are implied to include mobility-assisted movement, including people using motorized or non-motorized mobility devices. Active transportation also includes micro-mobility devices as defined in the Transportation Master Plan.
- 9) Pedestrian and Cycling Projects in the Transportation Master Plan identified on Schedule C – Maximum Building Heights, Connectivity and Parks are intended to be City capital projects that are typically implemented upon road renewal or reconstruction. Future Cycling Facilities in the Transportation Master Plan identified on Schedule C – Maximum Building Heights, Connectivity and Parks are identified as locations where the City intends to provide future cycling facilities over time.
- 10) The location of future Active Transportation Connections on Schedule C – Maximum Building Heights, Connectivity and Parks and in the Demonstration Plans in the Annexes are approximate and to be determined as part of a future development application. Amendments to this Plan will not be required for adjustments to the locations of pathways that maintain the intent of this Plan.

- 11) The legend item titled “Development Permissions as per Official Plan” on Schedule C – Maximum Building Heights, Connectivity and Parks means that development permissions such as maximum building heights will be in accordance with Volume 1 of the Official Plan, but any policies in this Plan that supersede Volume 1 still apply.
- 12) The Conditional Heights on Schedule C – Maximum Building Heights, Connectivity and Parks are to be interpreted in conjunction with the additional detail found in their respective Designation policies, Sector-Specific Policies, and Site-Specific Policies.
- 13) References to park or parkland in this Plan imply public parks that are owned and maintained by the City.
- 14) Development applications shall be presented to the Urban Design Review Panel (or successor) in accordance with the criteria in section 4.6.1 in Volume 1 of the Official Plan.
- 15) A Plan of Subdivision shall be required where the redevelopment of a property includes a new public street.
- 16) Future development applications that require an Official Plan Amendment to make revisions to this Plan shall be accompanied by a Planning Rationale that includes an evaluation of the proposal against the Guiding Principles in Section 1 as part of the rationale for whether the proposal is consistent with this 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

Annexes

Annex A – Demonstration Plan for Foster Farm

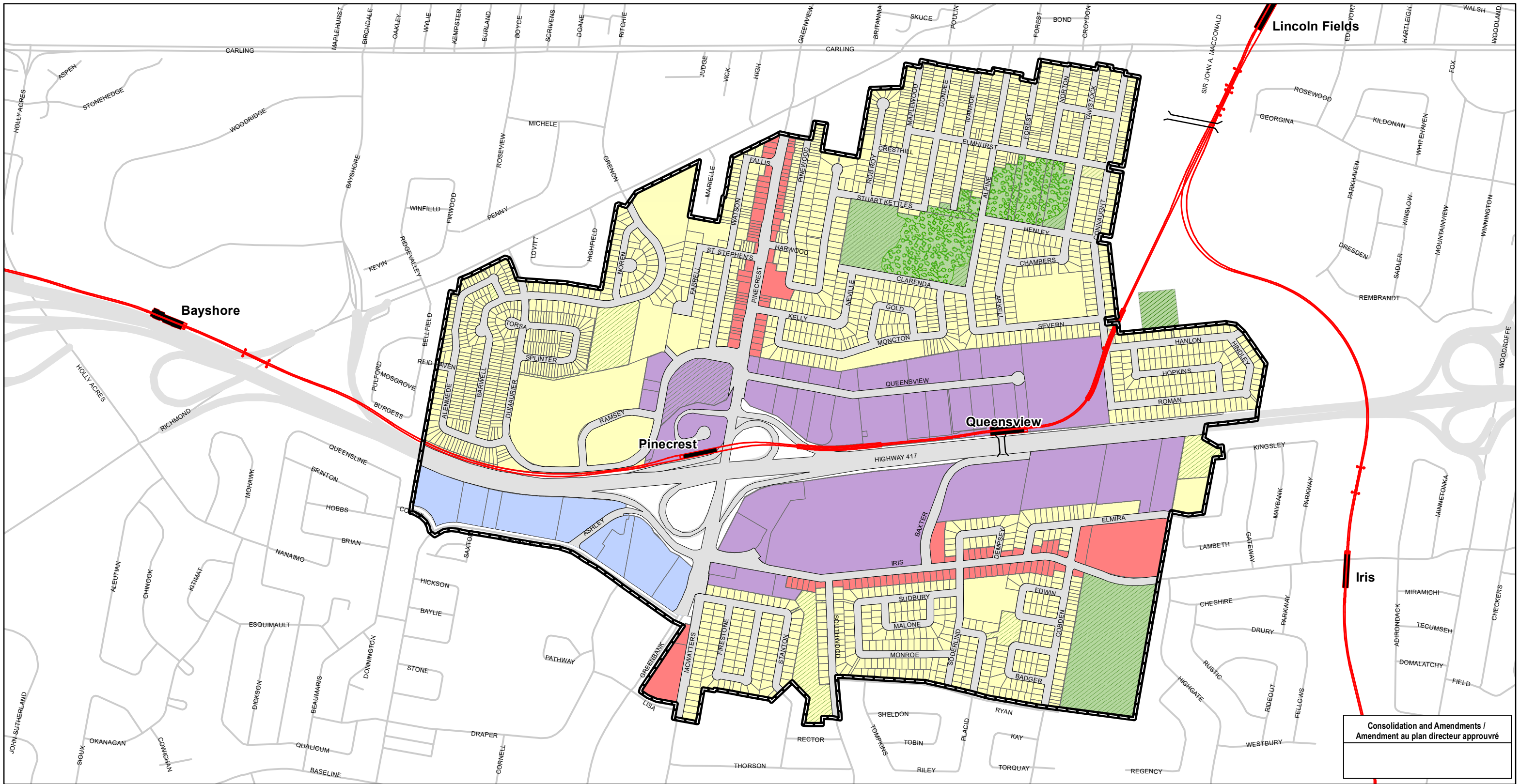
Annex B – Demonstration Plan for 2650, 2670, 2680 & 2700 Queensview Drive

Annex C – Demonstration Plan for 2600 Queensview Drive

Annex D1 – Long-Term Demonstration Plan for the Potential Realignment of Dumaourier Avenue

Annex D2 – Conceptual Opportunities for Lands North of Pinecrest Station

Annex E – Pinecrest-Queensview Transportation Study



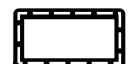
Consolidation and Amendments /
Amendement au plan directeur approuvé



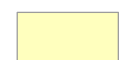





Pinecrest and Queensview Stations / Stations Pinecrest et Queensview



SECONDARY PLAN - Volume 2
Schedule A - Secondary Plan Area and Land Use Designations

PLAN SECONDAIRE - Volume 2
Annexe A - Zone du plan secondaire et désignations de l'utilisation du sol

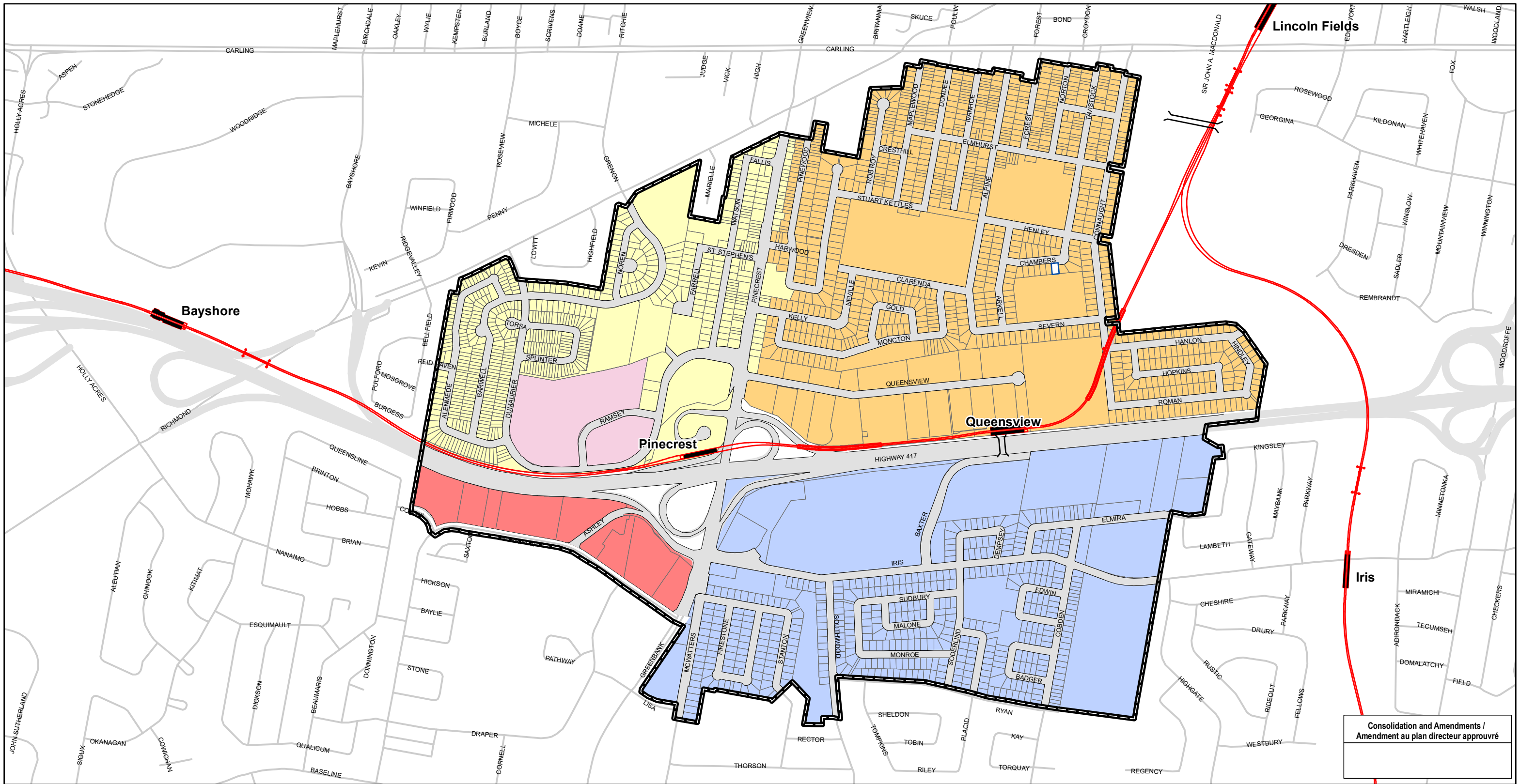
 Secondary Plan Boundary / Limite du plan secondaire

-  Hub / Carrefour
-  Corridor / Couloir
-  Neighbourhood / Quartier
-  Mixed Industrial / Industrie Mixte
-  Greenspace / Espace Vert
-  Greenspace - Urban Natural Feature /
Espace vert - Caractéristique naturelle urbaine
-  Park / Parc
-  O-Train



Planning, Development and Building Services,
Geospatial Analytics, Technology and Solutions
Direction générale des services de planification, de l'aménagement se du bâtiment,
Analyse géospatiale, technologie et solutions






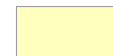


Consolidation and Amendments /
Amendement au plan directeur approuvé



Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2
Schedule B - Secondary Plan Sectors



 Secondary Plan Boundary /
Limite du plan secondaire

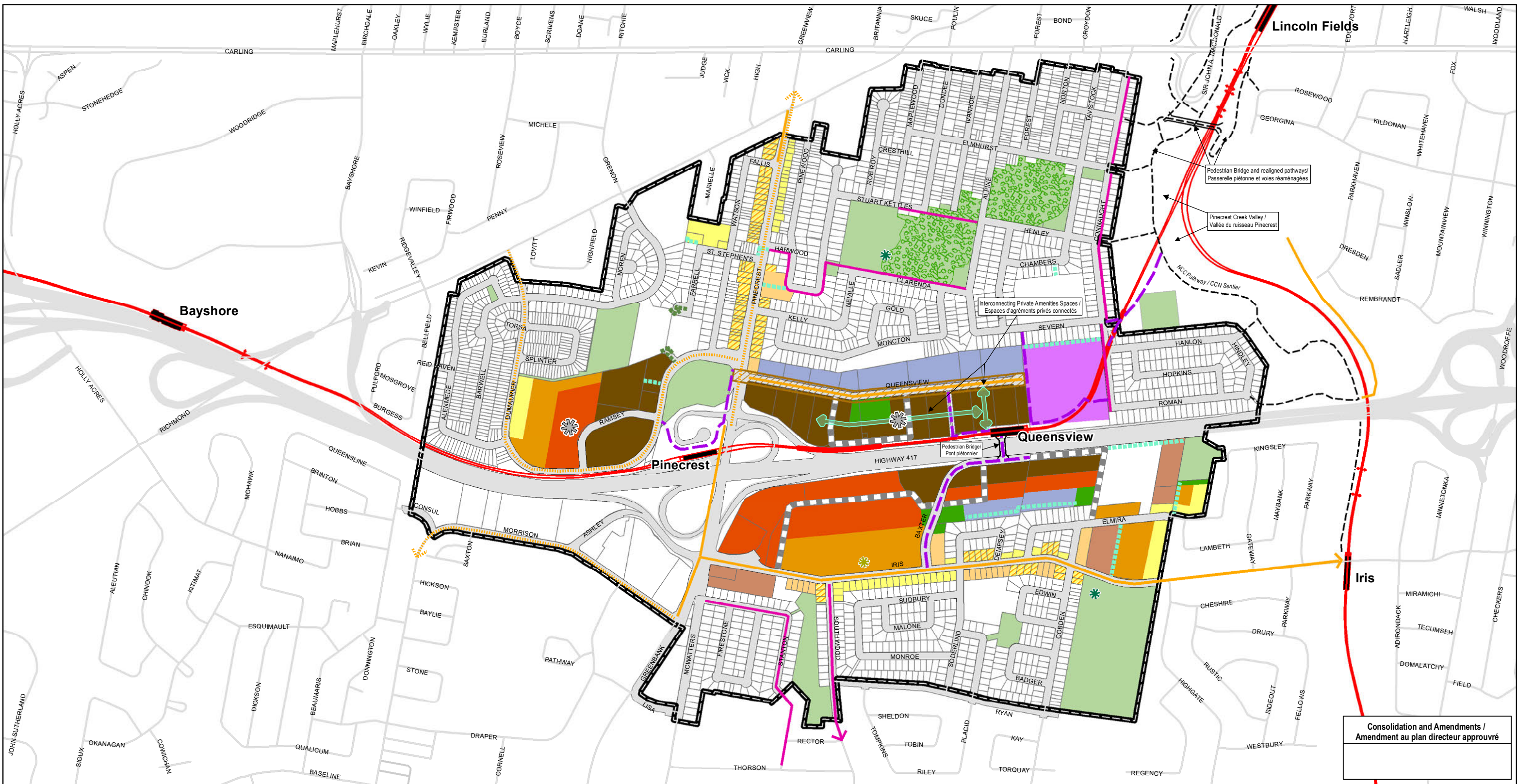
-  Secteur Pinecrest Sector
-  Secteur Foster Farm Sector
-  Secteur Queensview Sector

-  Secteur Promenade Morrison Drive Sector
-  Secteur Iris-Baxter Sector

 O-Train

PLAN SECONDAIRE - Volume 2
Annexe B – Secteurs du plan secondaire





Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2
Schedule C – Maximum Building Heights, Connectivity and Parks

PLAN SECONDAIRE - Volume 2
Annexe C – Hauteur maximale des bâtiments, connectivité et parcs



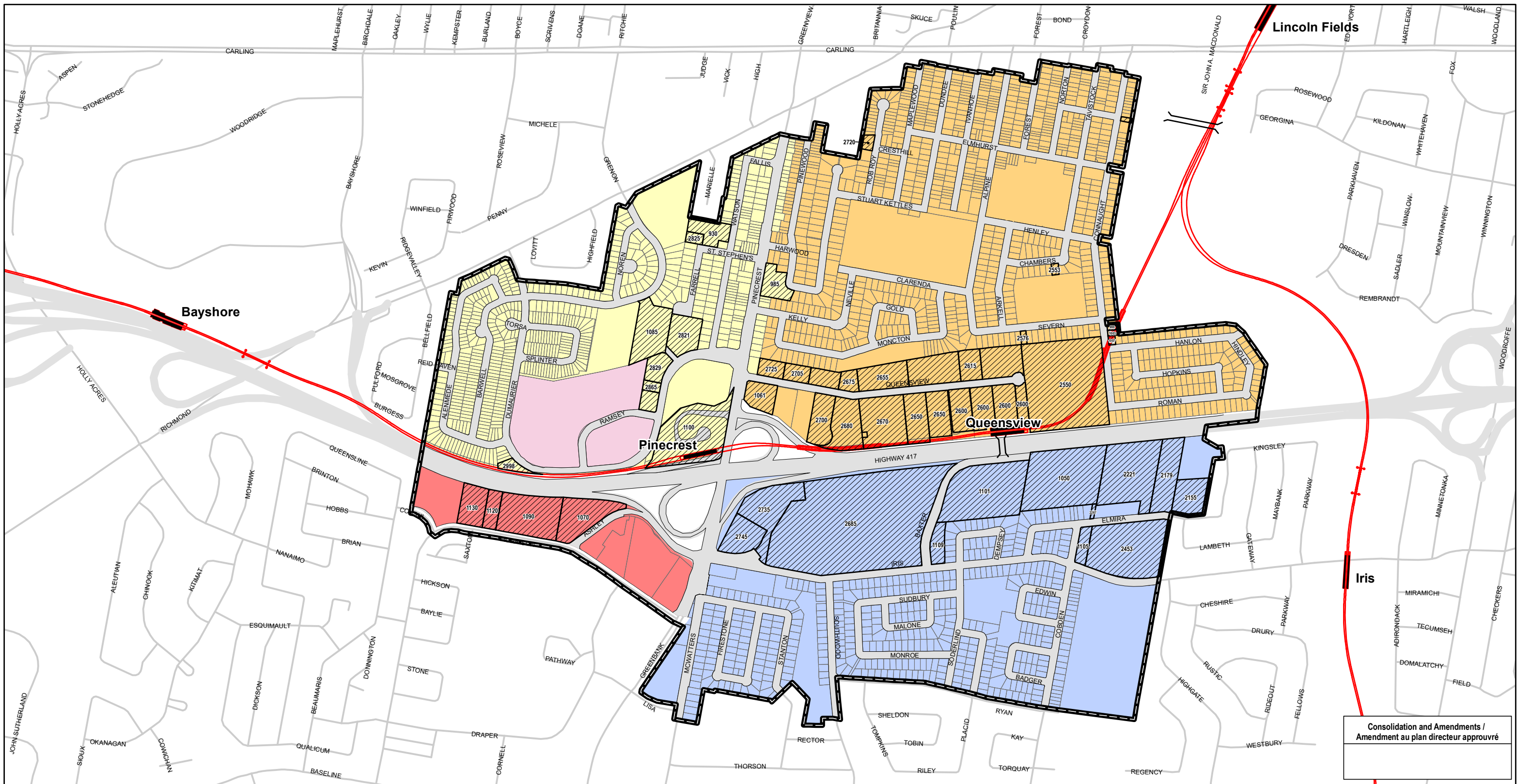
- Development Permissions as per Official Plan / Autorisations de développement selon le plan officiel
- Low-rise (up to 4 storeys) / Bâtiment de faible hauteur (jusqu'à 4 étages)
- Conditional Height – 4-6 storeys subject to Designation-Specific Policies / Hauteur conditionnelle – 4 à 6 étages sous réserve des politiques spécifiques à la designation
- Mid-rise I (up to 6 storeys) / Bâtiment de moyenne hauteur I (jusqu'à 6 étages)
- Mid-rise II (up to 9 storeys) / Bâtiment de moyenne hauteur II (jusqu'à 9 étages)
- High-rise I *(modest high-rise) (up to 18 storeys) / Bâtiment de grande hauteur I (jusqu'à 18 étages)
- High-rise II (up to 30 storeys) / Bâtiment de grande hauteur II (jusqu'à 30 étages)
- High-rise III (up to 40 storeys) / Bâtiment de grande hauteur III (jusqu'à 40 étages)
- Maximum building heights determined by an approximate 45 degree angular plane / Hauteurs maximales des bâtiments déterminées par un plan angulaire d'environ 45 degrés

- Proposed Active Transportation Connection / Connexion de transport actif proposée
- Consideration for Future Active Transportation Connection /
- 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)
- Cycling Project in the Transportation Master Plan / Projets cyclables dans le Plan directeur des transports
- Future Cycling Facilities in the Transportation Master Plan / Aménagements cyclables du futur dans le Plan directeur des transports
- Pedestrian Project in the Transportation Master Plan / Projets piétonnier dans le Plan directeur des transports
- Stage 2 LRT Connectivity Improvements / Améliorations apportées à la connectivité de l'Étape 2 du TLR

- Park / Parc
- Future Public Park (exact location and size to be determined through future development application) / Futur parc public (L'emplacement et la taille exacts seront déterminés par une future demande de développement)
- Greenspace – Urban Natural Feature / Espace vert - Caractéristique naturelle urbain
- Potential Park Improvements – See site-specific policies / Améliorations potentielles du parc – voir les politiques spécifiques du site
- Potential Future Park if Residential / Futur parc potentiel si résidentiel
- Future City Facility/ Community Amenity (see site-specific policy) / Futur installation de la Ville/ utilisations communautaires (voir la politique spécifique du site)
- See Relevant Annex / Voir l'annexe pertinente

- Consideration for Complete Street Funding through the Transportation Master Plan – Refer to Annex D / Considération pour un financement de rue complet via le Plan directeur des transports – voir l'annexe D
- O-Train
- Secondary Plan Boundary / Limite du plan secondaire

Consolidation and Amendments /
Amendement au plan directeur approuvé



Consolidation and Amendments /
Amendement au plan directeur approuvé

Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2
Schedule D - Properties Subject to
Site-Specific Policies



PLAN SECONDAIRE - Volume 2
Annexe D - Propriétés soumises à
des politiques spécifiques au site

- Secondary Plan Boundary /
Limite du plan secondaire
- Secteur Pinecrest Sector
- Secteur Foster Farm Sector
- Secteur Queensview Sector
- Secteur Promenade Morrison Drive Sector
- Secteur Iris-Baxter Sector

SITE-SPECIFIC POLICIES / POLITIQUE SPÉCIFIQUES AU SITE

- Secteur Pinecrest Sector**
930 rue Watson Street
2825 rue St Stephen's Street
1085 avenue Grenon Avenue
985 and 1100 chemin Pinecrest Road
2821, 2829, 2865, and 2998 avenue Dumaurier Avenue
- Secteur Queensview Sector**
2550, 2600, 2615, 2650, 2655, 2675, 2680, 2700, 2705, and 2725 prom. Queensview Drive
1061 chemin Pinecrest Road
2553 and 2576 avenue Severn Avenue
847, 999, 1003 and 1007 avenue Connaught Avenue
2720 chemin Richmond Road

- Secteur Baxter-Iris Sector**
2155, 2179, 2221 and 2267 prom. Elmira Drive
2453, 2685, 2735, and 2745 rue Iris Street
1105 chemin Cobden Road
1050, 1101 and 1119 chemin Baxter Road
1263, 1269, 1279, 1289, and 1291 chemin McWatters Road
- Secteur Promenade Morrison Drive Sector**
1070, 1090, 1120, and 1130 chemin Morrison Drive

O-Train

DEMONSTRATION PLAN



LEGEND:	LÉGENDE:		
Low-rise (1 to 4 storeys)	Immeubles de faible hauteur (de 1 à 4 étages)	Phasing Boundaries	Limites de phases
Mid-rise (5 to 9 storeys)	Immeubles de hauteur moyenne (de 5 à 9 étages)	Site	Site
High-rise (up to 30 storeys)	Immeubles de grande hauteur (de 10 à 30 étages)	Buildings	Immeubles
High-rise (up to 40 storeys)	Immeubles de grande hauteur (jusqu'à 40 étages)	Open Spaces	Espaces ouvert
		Play Structures	Structure de jeu

CIRCULATION AND CONNECTIONS DIAGRAM



LEGEND:	LÉGENDE:
Site	Site
Neighbourhood Collector	Rue collectrice de quartier
Main Vehicular Connections	Principales rues véhiculaires
Active Transportation	Transport actif
Secondary Pedestrian Connections	Liaisons piétonnes
Existing Pathway	Voie existante

Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2
Annex A: Demonstration Plan for Foster Farm

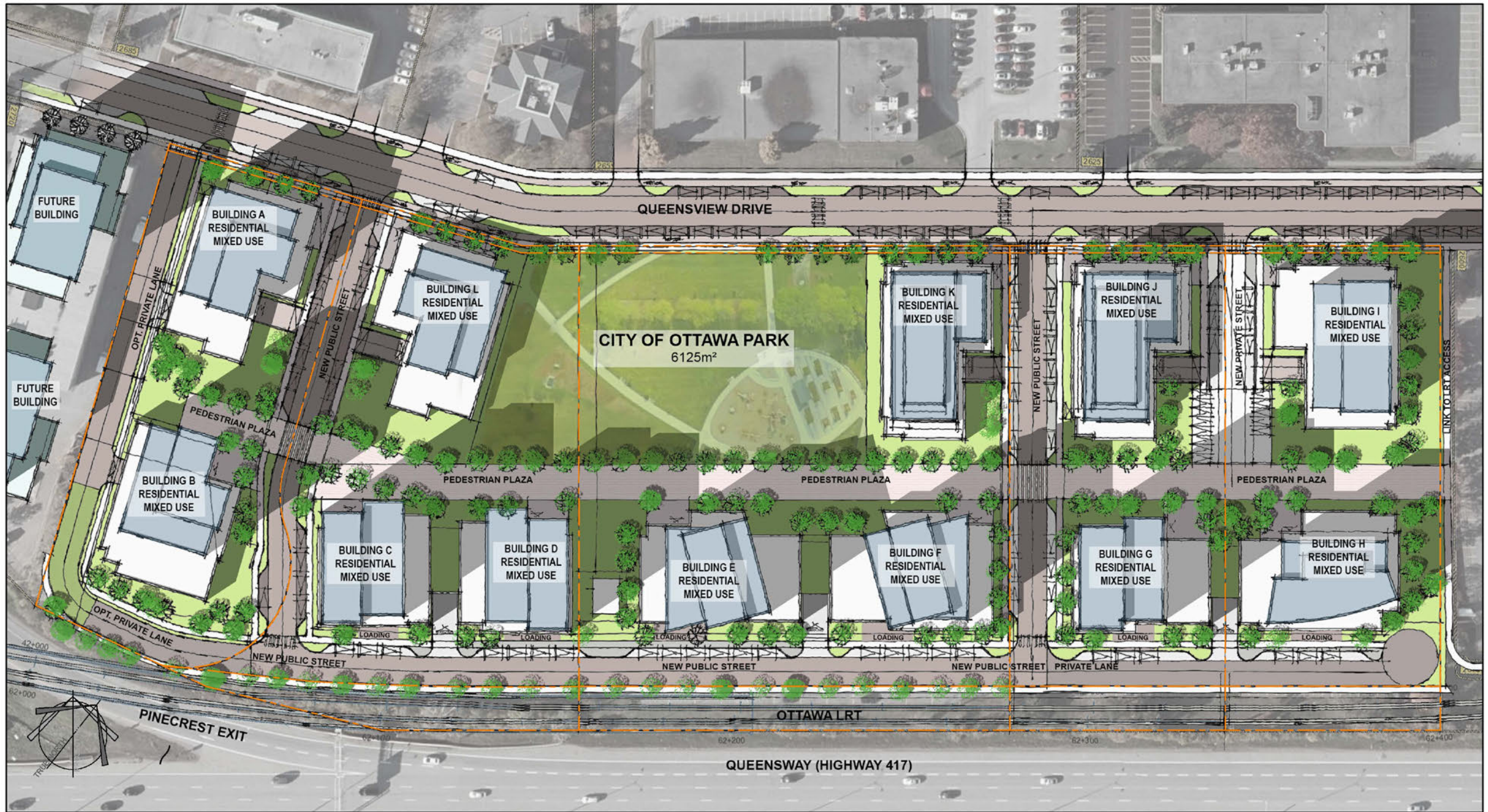
PLAN SECONDAIRE - Volume 2
Appendice A: Plan de démonstration pour Foster Farm



Ottawa
Community
Housing

Logement
communautaire
d'Ottawa





Plan prepared by Hobin Architecture Inc.

Note: This plan should not be considered as a plan of development. It is conceptual for the purposes of generally identifying appropriate areas for park and connectivity.

2650 - 2700 QUEENSVIEW DRIVE
Demonstration Plan

SCALE: 1:1000
 23.12.07

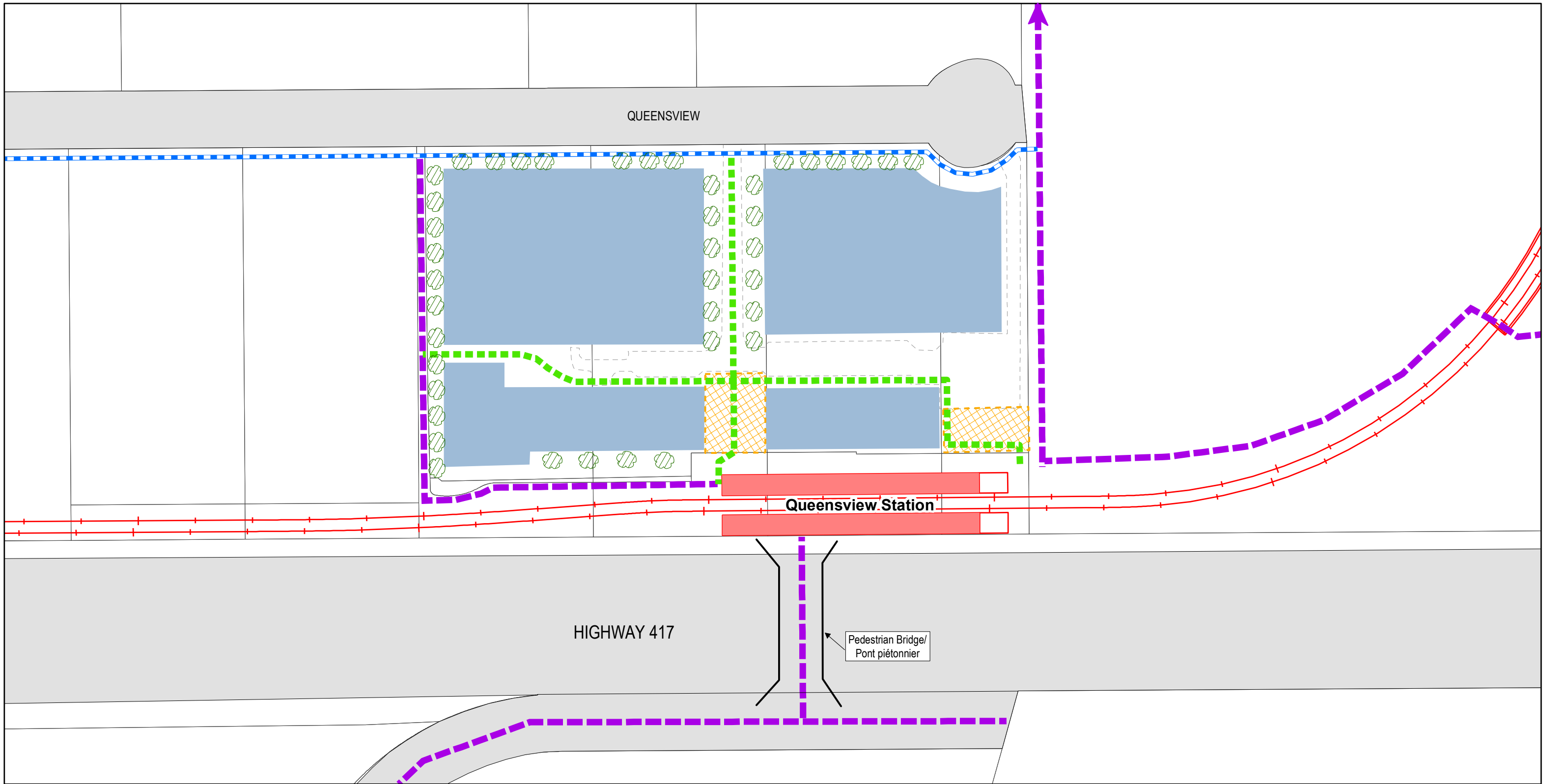
Pinecrest and Queensview Stations /
Stations Pinecrest et Queensview



SECONDARY PLAN - Volume 2
 Annex B – Demonstration Plan for 2650, 2670, 2680 & 2700 Queensview Drive

PLAN SECONDAIRE - Volume 2
 Plan de démonstration pour les 2650, 2670, 2680 et 2700, promenade Queensview





**Pinecrest and Queensview Stations /
Stations Pinecrest et Queensview**

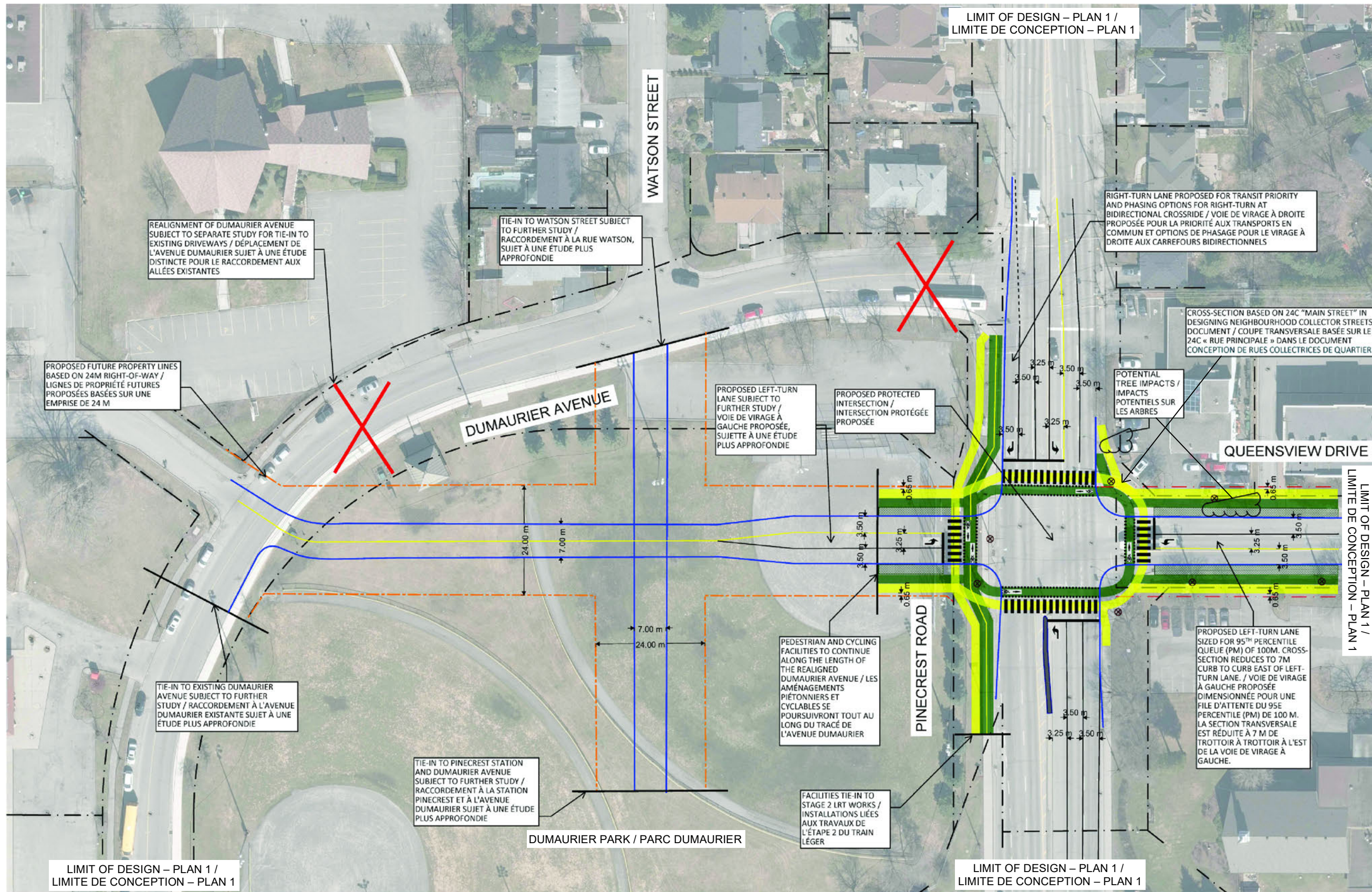


SECONDARY PLAN - Volume 2
Annex C: Demonstration Plan for 2600 Queensview Drive

PLAN SECONDAIRE - Volume 2
Appendice C: Plan de démonstration pour le 2600, promenade Queensview

- High-rise (up to 40 storeys) /
Bâtiment de grande hauteur (jusqu'à 40 étages)
- Queensview Station/
Station Queensview

- Stage 2 LRT Connectivity Improvements /
Améliorations apportées à la connectivité de l'Étape 2 du TLR
- Potential Pedestrian Connectivity Network /
Réseau potentiel de connectivité piétonne
- Existing Sidewalk /
Trottoir existant
- Privately Owned Public Space, Park, or Plaza /
Espace public appartenant au privé, parc ou esplanade



Pinecrest and Queensview Stations / Stations Pinecrest et Queensview

SECONDARY PLAN - Volume 2
 Annex D1: Long-Term Demonstration Plan for the Potential Realignment of Dumaury Avenue

PLAN SECONDAIRE - Volume 2
 Appendice D1: Plan de démonstration à long terme pour le tracé potentiel de l'avenue Dumaury



- LANDSCAPED BUFFER / TAMPON PAYSAGÉ
- SIDEWALK (2.0M TYP.) / TROTTOIR (2.0 M TYP.)
- CYCLE TRACK (2.0M TYP.) / PISTE CYCLABLE (2.0 M TYP.)
- BIDIRECTIONAL CYCLE TRACK (3.5M TYP.) / PISTE CYCLABLE BIDIRECTIONNELLE (3.5M TYP.)
- NEW CURB / NOUVELLE BORDURE
- PROPOSED PROPERTY LINE / LIMITE DE PROPRIÉTÉ PROPOSÉE
- POTENTIAL MAJOR UTILITY IMPACTS / IMPACTS MAJEURS POTENTIELS SUR LES SERVICES PUBLICS

- PROPERTY LINE / LIMITE DE PROPRIÉTÉ
- FUTURE PROPERTY LINE* / LIGNE DE PROPRIÉTÉ FUTURE
- EXISTING MAINTENANCE HOLE / REGARDS D'EGOUT EXISTANT
- EXISTING CATCH BASIN / PUISARDS EXISTANT
- EXISTING FIRE HYDRANT / BORNES-FONTAINE EXISTANT
- EXISTING UTILITY/TRAFFIC POLE / POTEAUX DE SERVICES PUBLICS EXISTANT
- EXISTING LIGHT STANDARD / LAMPADAIRE EXISTANT
- EXISTING BOLLARD / BORNE EXISTANTE
- EXISTING SIGN / PANNEAU EXISTANT

*NOTE: FUTURE PROPERTY LINES DELINEATE THE ROAD ROW OF 24m AS PER THE ROW PROTECTION IN SCHEDULE C16 OF THE CITY'S OFFICIAL PLAN FROM NOVEMBER 2022.
 *REMARQUE: LES FUTURES LIGNES DE PROPRIÉTÉ DÉLIMITENT L'EMPRISE DE ROUTIÈRE DE 24 m SELON LA PROTECTION DES RANGÉES À L'ANNEXE C16 DU PLAN OFFICIEL DE LA VILLE DE NOVEMBRE 2022.



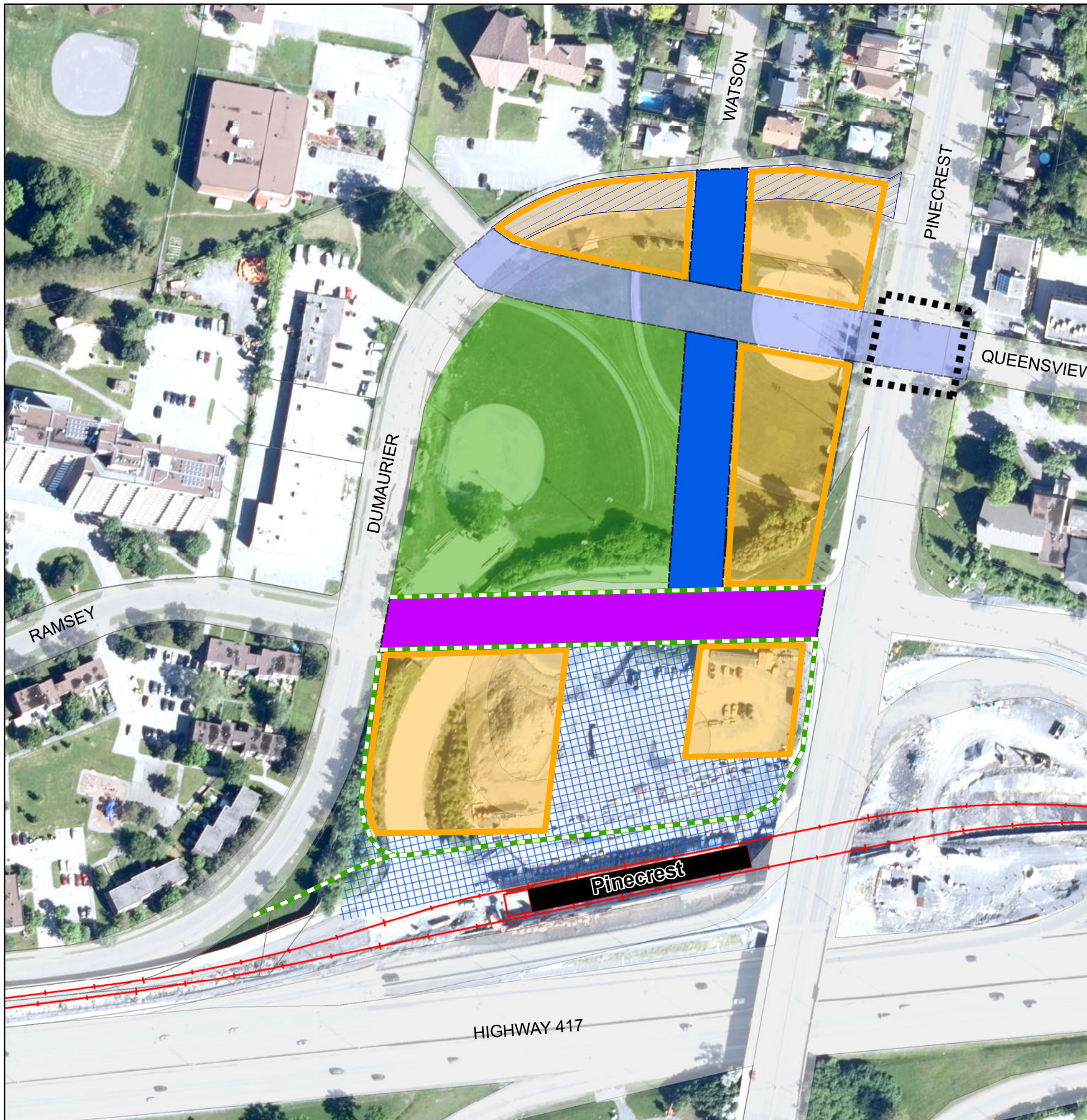
Pinecrest and Queensview Stations / Stations Pinecrest et Queensview











SECONDARY PLAN - Volume 2

Annex D2 - Conceptual Opportunities for Lands North of Pinecrest Station

PLAN SECONDAIRE - Volume 2

Appendice D2: Opportunités conceptuelles pour les terrains au nord de la station Pinecrest



-  Segment of Dumaudier Avenue subject to road closure and possible new laneway / Segment de l'avenue Dumaudier sujet à une fermeture de route et à une éventuelle ruelle
-  Conceptual realignment of Dumaudier Avenue / Réalignement conceptuel de l'avenue Dumaudier
-  Conceptual extension of Watson Street to Ramsey Crescent / Prolongement conceptuel de la rue Watson jusqu'au croissant Ramsey
-  Conceptual extension of Ramsey Crescent to Pinecrest Road / Prolongement conceptuel du croissant Ramsey jusqu'au chemin Pinecrest
-  Potential development parcels / Propriétés potentielles de développement
-  New protected intersection at Pinecrest Road / Re-aligned Dumaudier Avenue / Queensview Drive / Nouvelle intersection protégée au chemin Pinecrest / avenue Dumaudier réalignée / promenade Queensview
-  Option to maintain one softball diamond or re-locate and convert to multi-purpose park / Possibilité de conserver un terrain de softball ou de le déplacer et de le convertir en parc polyvalent
-  New and re-aligned multi-use pathways / Sentiers polyvalents nouveaux et réalignés
-  Transit Plaza / Esplanade de la station
-  O-Train





**Pinecrest and Queensview Stations /
Stations Pinecrest et Queensview**



SECONDARY PLAN - Volume 2

Annex E: Pinecrest-Queensview Transportation Study

PLAN SECONDAIRE - Volume 2

Appendice E: Étude sur les transports Pinecrest-Queensview

To: Payton Hofstetter, City of Ottawa

From: Thaise Mota, P.Eng., Alta Planning + Design Canada, Inc.

CC: Isooda Niroomand, Alta Planning + Design Canada, Inc.
Justin Swan, P.Eng., Alta Planning + Design Canada, Inc
Peter Giles, City of Ottawa

Date: September 29, 2023

Re: **Pinecrest-Queensview Secondary Plan Transportation Review – Technical Report**

Introduction

The City of Ottawa (City) is developing a Secondary Plan for the area surrounding the Pinecrest and Queensview Stage 2 LRT Stations, including consideration of Active Transportation (AT) improvements. Alta Planning + Design Canada, Inc. (Alta) was retained by the City to determine the future transportation demand and develop a design concept that aligns with current policies for the full length of Queensview Drive and Pinecrest Road between Queensview Drive and Dumaaurier Avenue (including the signalized intersections). The project also includes the design of a controlled crossing for people walking and biking in the vicinity of St. Stephen’s Street and Harwood Avenue in order to provide a safer and more comfortable connection between Queensway Terrace North and Pinecrest Stage 2 LRT Station. Alta developed high-level design alternatives, a traffic analysis, and a Multi-Modal Level of Service (MMLOS) assessment, which were detailed in the Transportation Brief in earlier stages of this project. This report focuses on documenting the design options developed in previous stages and the elements of the final concept design. A Class D cost estimate for the concept design is also presented.

Existing Conditions

Road designations and General-Purpose Lane Configurations - The streets included within the study all have a posted (or unposted) speed limit of 50 km/h and include the following (**Figure 1** illustrates the existing geometric and lane configurations of Pinecrest Road in the study area):

- **Pinecrest Road (from Queensview Drive to Dumaaurier Avenue)** – This section is a north-south, four-lane arterial road located just north of Highway 417. Heading northbound from Highway 417, Pinecrest intersects with Queensview Drive followed by Dumaaurier Avenue. The short 40 m segment between those two T-intersections includes left-turn lanes in the north and south directions.
- **Dumaaurier Avenue (at Pinecrest Road)** – This collector street is a two-lane road with a 20 m eastbound left-turn lane approaching Pinecrest Road.
- **Queensview Drive (at Pinecrest Road)** – This two-lane local street has a 40 m long westbound left-turn lane on its approach to Pinecrest Road.

- St. Stephen's Street and Harwood Avenue (at Pinecrest Road)** – These streets are low-volume local streets that have stop control on their approaches to Pinecrest Road (north-south traffic on Pinecrest Road is free flowing, with no traffic control at these intersections). These streets intersect Pinecrest Road from opposite sides of the street and are offset from one another, forming two T-intersections separated by a 45 m segment.

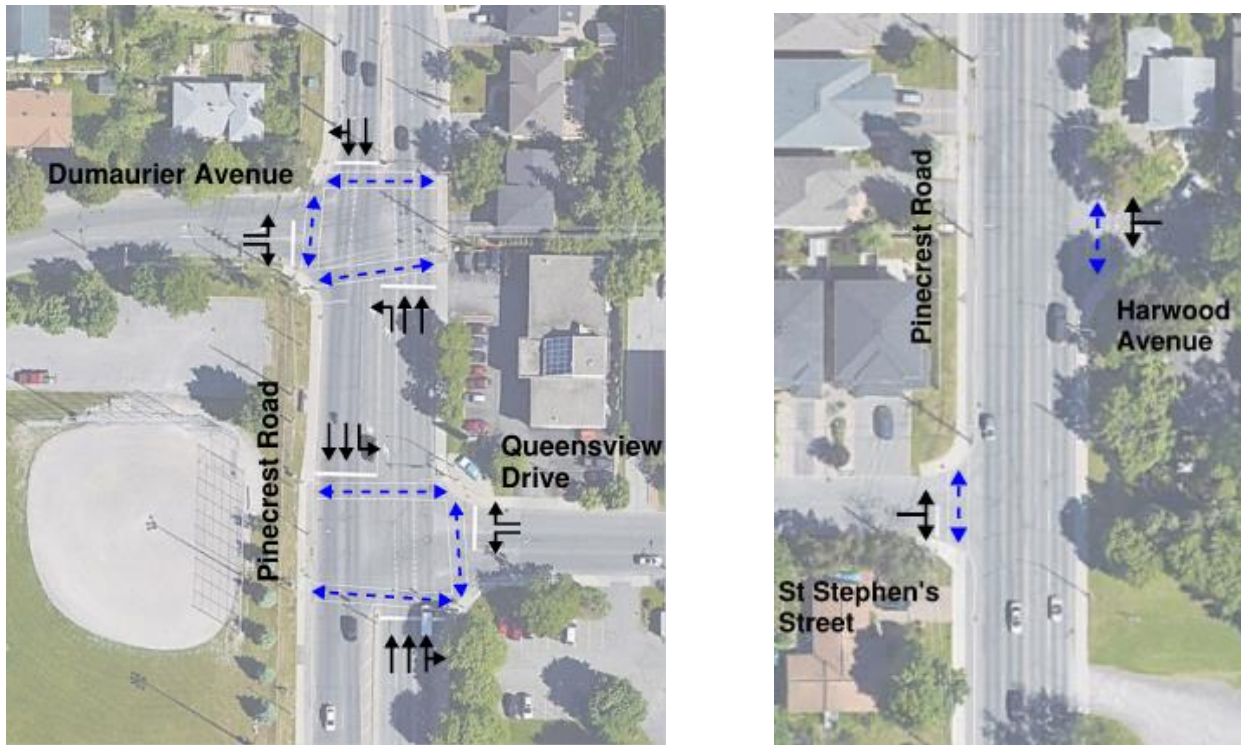


Figure 1: Existing geometric and lane configurations in the study area (black solid lines – general-purpose lane configuration; blue dashed-lines – painted crosswalks)

Street Parking - Parking is not allowed along Pinecrest Road but it is permitted on the north side of Dumaurier Avenue and on the south side of Queensview Drive starting approximately 150 m away from their respective intersections with Pinecrest Road.

Transit - There are no bus stops along Pinecrest Road in the study area. On Queensview Drive, the nearest bus stops in each direction are located approximately 400 m east of Pinecrest Road and they serve bus route #61. On Dumaurier Avenue, there are bus stops in each direction located approximately 40 m from the intersection of Pinecrest Road and they serve bus routes #82, 173, and 691.

Active Transportation (AT) Infrastructure – There are wide sidewalks of approximately 2 m on each side of Pinecrest Road on the segment between Dumaurier Avenue and Queensview Drive. To the north and south of this segment, the sidewalks are substandard with approximately 1.5 m and an asphalt buffer from the curb. On Dumaurier Avenue, there are sidewalks on both sides of the street with the one on the north side being substandard. On Queensview Drive, there is a substandard sidewalk on the south side of the street and none on the north side, with the exception of a short segment near the intersection of Pinecrest Road, which presents 2 m sidewalks on both sides. There are no dedicated cycling facilities on any of the roads in the study area.

Other Right-of-Way (ROW) Considerations - The existing ROW on Dumaaurier Avenue and Queensview Drive is 20 m. On Pinecrest Road, the ROW is 40 m up to the intersection of Queensview Drive and 30 m north of it. In most of the study area, there are grassy, narrow boulevards with utility poles and mature trees behind the sidewalks and/or immediately behind the existing property lines.

Design Inputs and Criteria

The following inputs (provided by the City of Ottawa) were used to inform the evaluation of existing conditions presented in the Transportation Brief as well as provide insights into opportunities for consideration in during concept design exercise:

- Aerial base mapping, above-ground utilities and parcel data
- Turning Movement Counts (TMCs) at all the intersections on Pinecrest Road from Highway 417 West Off-Ramp to Harwood Avenue
- Speed study on Queensview Drive from Pinecrest Drive to the east end
- Signal timing at the intersections at Dumaaurier Avenue, Queensview Drive, and Highway 417 West Off-Ramp
- TRANS Regional Models (base case AM and PK peak volumes) from 2011 and 2031 for the study area
- Active development applications on Queensview Drive and Dumaaurier Avenue
- Pinecrest and Queensview Stations Secondary Plan – Volume 2
 - Schedule A – Preliminary Draft Recommendations
 - Annex A – Long-term Demonstration Plan for lands surrounding Pinecrest Station: potential street network and park locations and maximum building heights
- Stage 2 LRT Confederation West Functional Design – Pinecrest Road Interchange Connectivity
- Anticipated redevelopment type and growth on Queensview Drive and Dumaaurier Avenue by 2046

The following are general constraints and directions provided by the city:

- Minimize impacts to utility poles and mature trees on Pinecrest Road
- Minimize impacts to existing street parking
- Connect to Stage 2 LRT project design south of Queensview Drive
- Road space can be reallocated considering the minimum through lane width of 3.5 m and minimum turn lane width of 3.25 m
- Maintain traffic control devices at intersections
- Consider the future ROW of 24 m on Queensview Drive as per the ROW protection in schedule c16 of the City's official plan from November 2022
- Queensview Drive designation will change from Local to Collector
- Queensview Drive typical section to follow the 24A Mixed Frontages cross-section demonstration from Ottawa's Designing Neighbourhood Collector Streets guidelines (2019)
- Design of AT facilities and intersections to follow Ottawa's Protected Intersection Design Guide (PIDG) (2021) recommendations

Concept Design

The following section documents the rationale and discussion around the development of the concept design. The final drawings are presented in **Attachment A**.

Pinecrest Road at Queensview Drive and Dumaaurier Avenue

Network Layout Alternatives: Two high-level network layout alternatives were presented to the City for assessment and internal discussions. Both options propose a protected intersection at Queensview Drive and tie into the Stage 2LRT design south of the intersection, but can be differentiated as follows:

- **Option 1** - This option focuses on the re-alignment of Dumaaurier Avenue to meet at the intersection of Queensview Drive and Pinecrest Road. This realignment creates a four-legged intersection at the existing Queensview Drive location and eliminates the existing offset intersection configuration.
- **Option 2** - This option maintains the existing network configuration (i.e. with Dumaaurier Avenue and Queensview Drive intersecting Pinecrest in their current locations), but proposes narrower traffic lanes to accommodate standard AT facilities.

Preferred Network Layout: Option 2 was selected by the City to proceed to traffic analysis, MMLOS assessment (documented in the Transportation Brief) and concept design. Option 1 was screened out due to uncertainty regarding development growth west of Pinecrest Road and how it would impact the realignment of Dumaaurier Avenue.

Forecast Analysis: Vehicular Intersection Capacity and Left Turn Lane Considerations - Based on the assumptions provided by the City, the number of auto trips generated by future developments will add over 680 and 400 vehicular trips to Queensview Drive and Dumaaurier Avenue respectively during the weekday peak hours by 2046 (AM and PM peak hours combined). This additional vehicular traffic volume would require longer turn bays approaching Pinecrest Road from both Queensview Drive and Dumaaurier Avenue if the City wishes to accommodate the forecast 95th percentile queues. Specifically, left-turn bays would need to extend to 80 m on Dumaaurier Avenue and 100 m on Queensview Drive to accommodate these forecast queues.

Proposed Design: The following elements were included in the proposed design:

- **Protected Intersection Concept** - A protected intersection is proposed at the Queensview Drive / Pinecrest Road intersection. Not only would this provide for a protected active transportation environment (including crossrides being added for dedicated crossing space for cyclists), but the design would allow for a shorter crosswalk on the east leg and tighter corners which helps reduce vehicle turning speeds. The design also proposes the introduction of bicycle signals and leading pedestrian and bicycle intervals (LPI/LBI) for the north and south legs at this intersection to minimize conflicts between people crossing and left-turning vehicles.
- **Cycling Improvements** - On the west side of Pinecrest Road, a 3.5 m bidirectional cycle track is proposed. This facility would extend from south of the intersection with Queensview Drive to Dumaaurier Avenue. The 30 m ROW between these intersections limits the ability to provide a buffer space between the cycle track and the general-purpose travel lanes without the consideration of removing or narrowing elements to sub-standard widths. South of Queensview Drive, the cycle track is intended to tie into the Stage 2 LRT project design. On the east side, a transition to the northbound general-purpose lane along Pinecrest Drive is provided for cyclists coming from the northeast protected corner at Queensview Drive. However, this connection will be reviewed upon detailed design and may be closed until dedicated cycling facilities are provided north of Dumaaurier Avenue. Additionally, the proposed cycling facilities do not address the existing cycling network gap between Dumaaurier Avenue and St. Stephen's Street. Therefore, wayfinding considerations should be made at detailed design stages to guide people on bicycles to/from Watson Street.
- **Pedestrian Improvements** - A 2 m sidewalk and half-height curb separation from the proposed bidirectional cycle track are included in the design on the west side of Pinecrest Road. Pedestrian refuges are included on this side of the road for the north and south leg crossings at the intersection of Queensview Drive. The southwest corner was tightened at the Dumaaurier Avenue intersection to reduce right-turning vehicle speed and minimize conflict with pedestrians on the existing crosswalk on the south leg.

Queensview Drive Segment

Proposed Design: The following elements were included in the proposed design:

- **Active Transportation and Boulevard Cross-Section Layout** - The design of Queensview Drive east of Pinecrest Road was guided by the City's *Designing Neighbourhood Collector Streets* guidelines. The proposed design introduces 2 m sidewalks and 2 m unidirectional cycle tracks on both sides of Queensview Drive. Landscaped buffers of 2 m on the south and 2.5 m on the north are proposed between the cycle tracks and the curb to improve comfort and safety for people on bikes and a better overall experience for all road users. A half-height curb is proposed to separate sidewalks and cycle tracks and facilitate the detection by pedestrians with low vision as recommended in Ottawa's PIDG. These design elements fit within the future 24 m ROW.
- **Street Parking** - East of the westbound left-turn lane termination, a 2.4 m parking lane is introduced on the north side of the street as demonstrated in cross-section 24A from Ottawa's *Designing Neighbourhood Collector Streets* guidelines. The street parking and curb bulb-outs are recommended to alternate on each side of the street along its full extension to allow for an alignment shift and prevent traffic speeding.

Trade-offs between the AT facilities and existing utility and light standard poles are expected on Pinecrest Road and Queensview Drive, as identified in the functional design drawings. Those trade-offs should be further assessed during the detailed design stage with the use of a topographic survey. The proposed design allows for the realignment of AT facilities and "pinch points" where required to minimize potential conflicts and excessive costs.

Pinecrest Road at St. Stephen's Street and Harwood Avenue

Two high-level alternatives were proposed for the implementation of active transportation facilities on and across Pinecrest Drive in the vicinity of St. Stephen's Street and Harwood Drive to accommodate both pedestrians and cyclists. In both options, bidirectional cycling facilities were proposed on the west side of Pinecrest Road as more constraints were observed on the east side such as steeper grading, utility poles, and trees. For this reason, the potential controlled crossing location was proposed to be near the intersection at Harwood Avenue on the south leg.

- **Option 1** – This option proposed separate spaces for pedestrians and cyclists, including a 2 m sidewalk and a 3 m bidirectional cycle track from St. Stephen's Street to the potential crossing location with a curb extension and slight roadway shift to the east.
- **Option 2** – This option proposed a shared-use, 3.5 m multi-use pathway for the same extension with no curb impact.

Preferred Design - Option 2 was selected by the City to proceed to concept design in order to avoid impacting the existing curb and catch basin and minimize implementation costs.

Proposed Design: The following additional elements were included in the proposed design (beyond what is listed in Option 2 above):

- **Crossing Control Type** - As detailed in the Transportation Brief, an intersection pedestrian signal (IPS) was recommended to allow people on bikes to ride across Pinecrest Road legally at the controlled crossing. Full signalization at this intersection was not warranted.
- **Crossing Arrangement** - Mixed crossrides are proposed at the intersections in the concept design to permit cyclists to access the signalized crossing from St. Stephen's Street and Harwood Avenue. At the signalized crossing, a combined crossride is proposed to connect the mixing area introduced on each end of the crossing. All mixing areas tie into the existing sidewalks.

Cost Estimate

A conceptual level Class 'D' cost estimate was developed for the concept design, totalling approximately \$2.9 million. A detailed breakdown is shown in **Attachment B**. The estimate considers the proposed elements within the limits shown in the concept drawings: Pinecrest Road at Dumaurier Avenue and Queensview Drive, part of Queensview Drive, and Pinecrest Road at St. Stephen's Street and Harwood Avenue. This estimate excludes any potential impacts to the Stage 2 LRT project final design and respective tie-ins, which should be further investigated in functional and detailed design stages. The following items have not been considered in the concept design, nor the corresponding cost estimate:

- Street furniture
- Pavement rehabilitation
- Retaining walls
- Major grading works
- Full signalization of Pinecrest Rd at St. Stephen's/Harwood intersections

Attachment A – Concept Design Drawings

Page Setup: ---
 Drawing Frame: 790mm x 544mm x 544mm City of Ottawa 2008 (Rev.0)
 Plot Date: Friday, July 28, 2023 4:51:04 PM
 Last Saved: Friday, July 28, 2023 4:51:10 PM
 Consultant's Information: N:\Share\PROJECTS\Canada\2022\015 Ottawa ON Pinecrest Queensview Transportation\CAD\01_Plane\2023-07-28 - Concept Final\Pinecrest - Concept Plan Final.dwg

PINECREST QUEENSVIEW
 SECONDARY PLAN
 TRANSPORTATION REVIEW



CONCEPT PLAN
 PINECREST RD FROM DUMAURIER AVE
 TO QUEENSVIEW DR

Contract No.	CPXXXXXX	Drawing No.	001
Sheet No.	1	of	3
Asset No.		Asset Group	
Director		Project Manager	
Des:	TM	Chk'd:	JS
Dwn:	TM	Chk'd:	JS
Utility Circ. No.		Index No.	
Construction Inspector:			
Scale: 1:250			

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

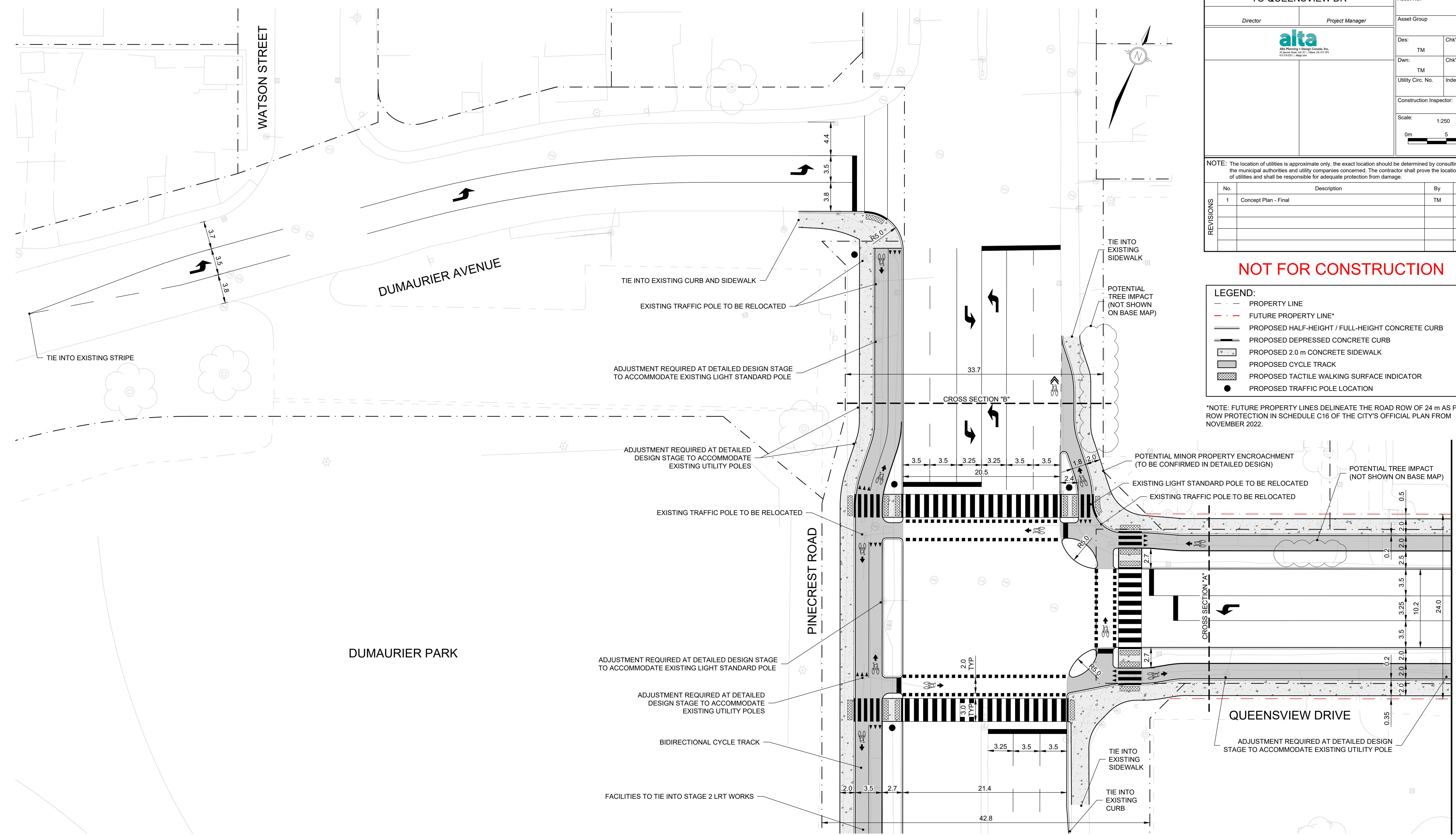
No.	Description	By	Date (dd/mm/yy)
1	Concept Plan - Final	TM	(28/07/23)

NOT FOR CONSTRUCTION

LEGEND:

- PROPERTY LINE
- FUTURE PROPERTY LINE
- PROPOSED HALF-HEIGHT / FULL-HEIGHT CONCRETE CURB
- PROPOSED DEPRESSED CONCRETE CURB
- PROPOSED 2.0 m CONCRETE SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED TACTILE WALKING SURFACE INDICATOR
- PROPOSED TRAFFIC POLE LOCATION

*NOTE: FUTURE PROPERTY LINES DELINEATE THE ROAD ROW OF 24 m AS PER THE ROW PROTECTION IN SCHEDULE C16 OF THE CITY'S OFFICIAL PLAN FROM NOVEMBER 2022.

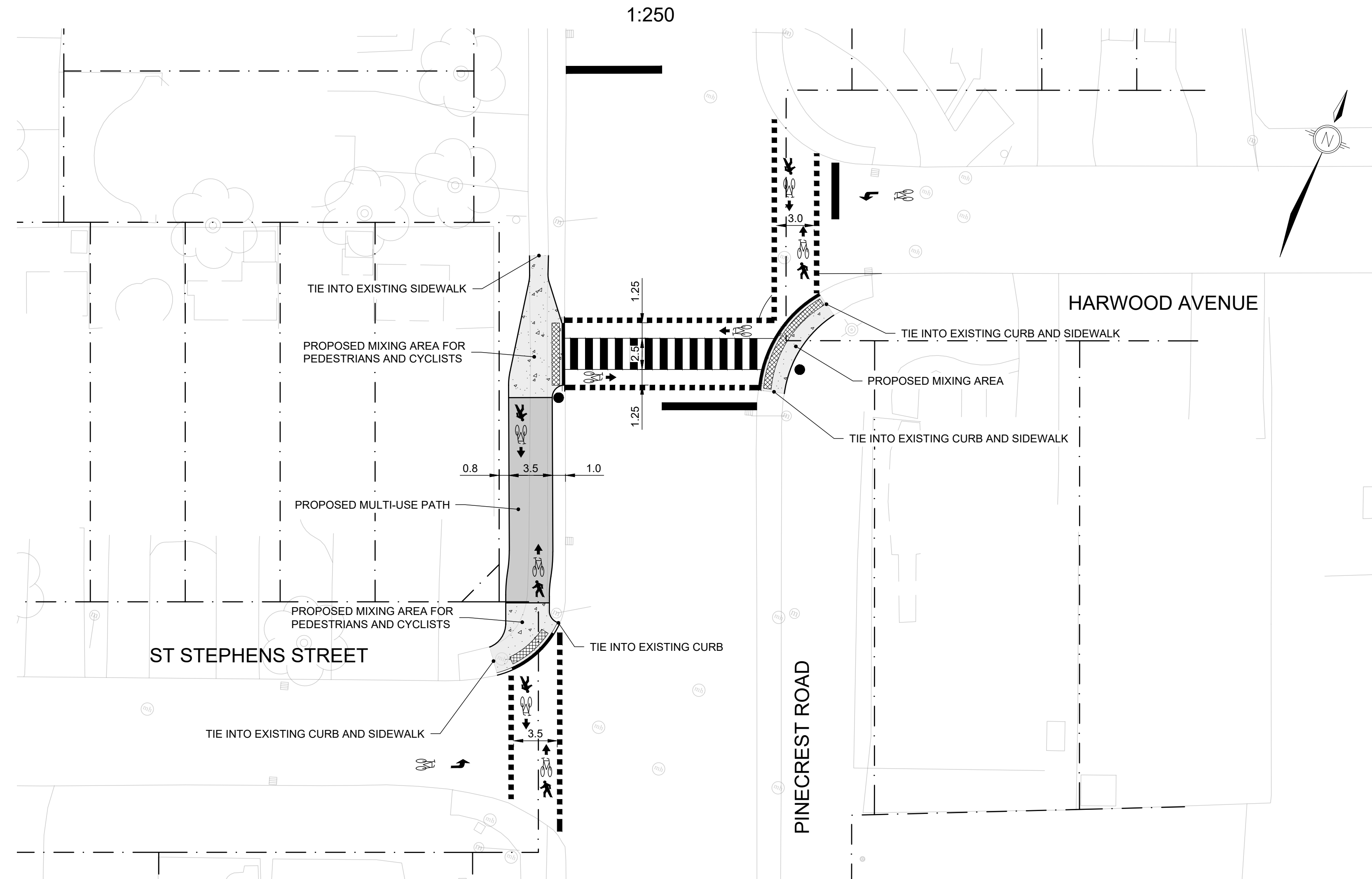
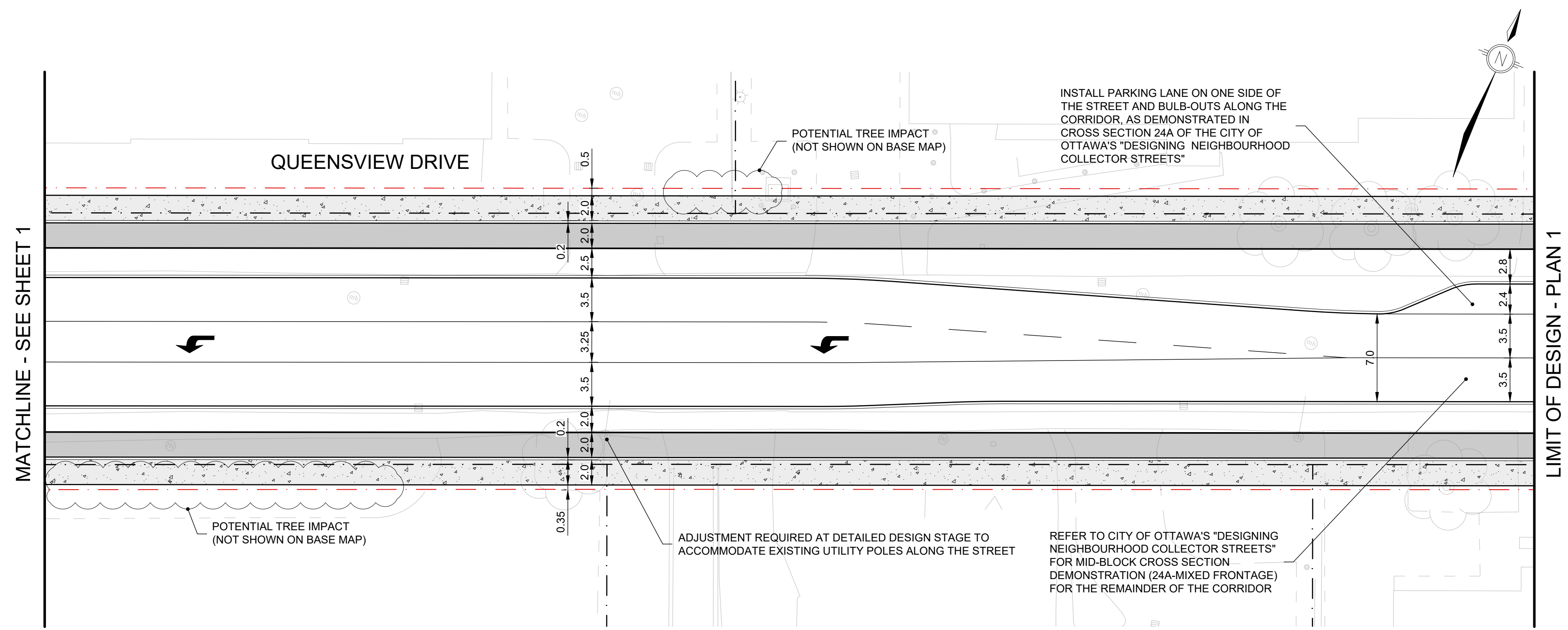


PLAN 1 - PINECREST ROAD AT DUMAURIER AVENUE/QUEENSVIEW DRIVE

1:250

MATCHLINE - SEE SHEET 2

Page Setup: ---
 Drawing Frame: 790mm x 544mm City of Ottawa 2008 (Rev.0)
 Plot Date: Friday, July 28, 2023 4:51:42 PM
 Last Saved: Friday, July 28, 2023 4:51:10 PM
 Consultant's Information: N:\Share\PROJECTS\Canada\2022\015 Ottawa ON Pinecrest Queensview Transportation\CAD\01_Plane\2023-07-28 - Concept Final\Pinecrest - Concept Plan Final.dwg



PINECREST QUEENSVIEW SECONDARY PLAN TRANSPORTATION REVIEW

CONCEPT PLAN QUEENSVIEW DR AND PINECREST RD AT HARWOOD AVE

Contract No. CPXXXXXX Drawing No. 002
 Sheet No. 2 of 3
 Asset No.
 Asset Group

Director Project Manager

Des: TM Chk'd: JS
 Dwn: TM Chk'd: JS
 Utility Circ. No. Index No.
 Construction Inspector:
 Scale: 1:250
 0m 5 10

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

No.	Description	By	Date (dd/mm/yy)
1	Concept Plan - Final	TM	(28/07/23)

NOT FOR CONSTRUCTION

LEGEND:

- PROPERTY LINE
- - - FUTURE PROPERTY LINE*
- PROPOSED HALF-HEIGHT / FULL-HEIGHT CONCRETE CURB
- PROPOSED DEPRESSED CONCRETE CURB
- ▭ PROPOSED 2.0 m CONCRETE SIDEWALK
- ▭ PROPOSED CYCLE TRACK
- ▨ PROPOSED TACTILE WALKING SURFACE INDICATOR
- PROPOSED TRAFFIC POLE LOCATION

Page Setup: ---
 Drawing Frame: 790mm x 544mm x 544mm City of Ottawa 2008 (Rev.0)
 Plot Date: Friday, July 28, 2023 4:48:32 PM
 Last Saved: Friday, July 28, 2023 4:48:08 PM
 Consultant's Information: N:\Shared\PROJECTS\Canada\2022\015 Ottawa ON Pinecrest Queensview Transportation\CAD\01_Plane\2023\07-28 - Concept Final\Pinecrest - Concept Cross Section Final.dwg

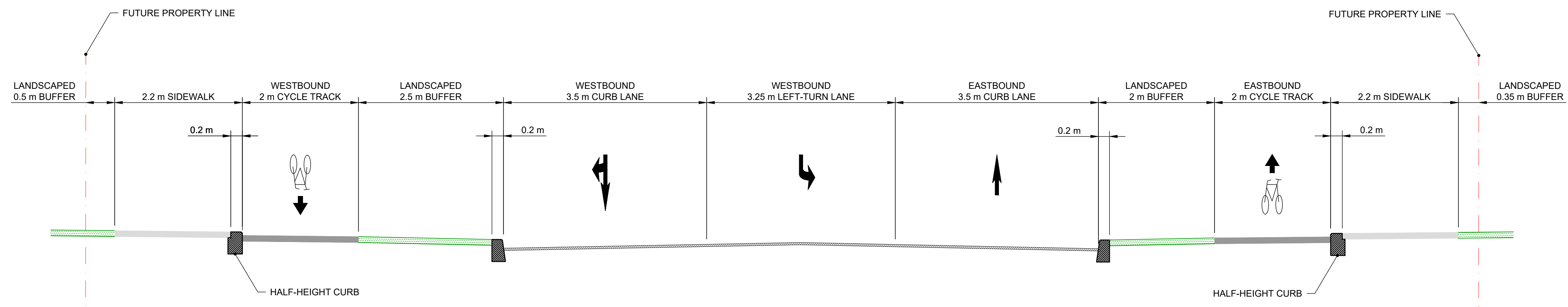


Des: TM Chk'd: JS
 Dwn: TM Chk'd: JS
 Utility Circ. No. _____ Index No. _____
 Construction Inspector: _____
 Scale: N.T.S.

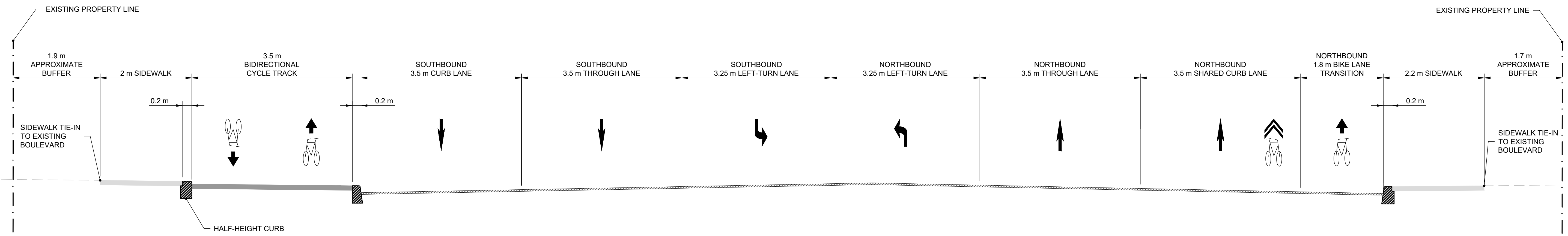
NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

No.	Description	By	Date (dd/mm/yy)
1	Concept Cross Sections - Final	TM	(28/07/23)

NOT FOR CONSTRUCTION



PROPOSED CROSS SECTION "A" - QUEENSVIEW DRIVE (FACING EAST)
 N.T.S.



PROPOSED CROSS SECTION "B" - PINECREST ROAD (FACING NORTH)
 N.T.S.

Attachment B – Class D Cost Estimate Breakdown



**Pinecrest-Queensview Secondary Plan Transportation Review
Cost Estimate - Class D**

Feature	Unit	Quantity	Unit Cost	Total Cost	Notes
Removals					
Excavation/Granular B Type II Backfill	m3	500	\$ 71	\$ 35,500	Assumes 300 mm depth
Clearing and Grubbing	m2	1400	\$ 26	\$ 36,400	
Remove Concrete Curb and Gutter	m	500	\$ 34	\$ 17,000	
Remove Concrete Sidewalk	m2	1020	\$ 47	\$ 47,940	
Remove and Salvage Unit Pavers	m2	60	\$ 48	\$ 2,880	
Remove Asphalt Pavement - Full Depth	m2	800	\$ 50	\$ 40,000	
Asphalt saw-cutting and partial depth removal for tie-ins	m	600	\$ 43	\$ 25,800	Includes asphalt reinstatement
Remove Pavement Marking	m	610	\$ 4	\$ 2,440	
New Items					
Topsoil	m3	130	\$ 109	\$ 14,170	Assumes 150 mm depth
Sod	m2	820	\$ 23	\$ 18,860	
Trees	each	30	\$ 527	\$ 15,810	Assumes one tree every 10 m on each side
Concrete Curb and Gutter	m	1010	\$ 123	\$ 124,230	
Asphalt Cycle Track, inc granular base	m2	1120	\$ 107	\$ 119,840	
Roadway Reconstruction	m2	20	\$ 204	\$ 4,080	
Concrete Sidewalk, Medians, Islands inc. Granular A Bedding	m2	1150	\$ 300	\$ 345,000	
Tactile Warning Surface Indicators	m2	38	\$ 1,200	\$ 45,600	
Pavement Marking	LS	1	\$ 15,100	\$ 15,100	
Intersection Signals Update	each	1	\$ 200,000	\$ 200,000	At Queensview Drive. Inc. bike heads, signal poles, push buttons, wiring, controller update
Pedestrian Signal Installation	each	1	\$ 50,000	\$ 70,000	At Harwood Avenue. Inc. bike heads, signal poles, push buttons, wiring, controller install
Signage	LS	1	\$ 2,800	\$ 2,800	
Pedestrian or Traffic Control Plans	LS	1	\$ 12,000	\$ 12,000	
Erosion and Sediment Control Plan	LS	1	\$ 3,000	\$ 3,000	
Police Assistance	LS	1	\$ 25,000	\$ 25,000	
			Sum (items)	\$ 1,230,000	
			Engineering (25%)	\$ 307,500	Includes engineering design
			Miscellaneous (5%)	\$ 61,500	
			Utilities (20%)	\$ 246,000	Includes utility and lighting pole and catch basin relocations
			Internal Costs (10%)	\$ 123,000	
			Sub-total	\$ 1,968,000	
			Contingency (40%)	\$ 788,000	
			HST (1.76% of Sub-total+Contingency)	\$ 49,000	
			Contract Initiation (2% of Sub-total+Contingency)	\$ 56,000	
			Total Cost	\$ 2,861,000	

Prepared: Monday, September 25, 2023

GENERAL ASSUMPTIONS:

Typical environmental conditions are assumed
 Road repaving is not included in the cost estimate
 Cost estimate includes only the area within the project limits as shown in the Concept Plans and does not extend to the east end of Queensview Drive