



Urban Design Brief

MAY 22 , 2026

2655 Queensview
Drive, Ottawa

MIXED-USE
DEVELOPMENT



Project Summary

Type of application: Site plan Control & Zoning

Date of pre-consultation: April 08, 2025

Legal Description: Part of Lot 307, Registered Plan 372212 City of Ottawa

Municipal Address: 2655 Queensview Drive, Ottawa

This design brief has been prepared by J+S Architect on behalf of Westrich Pacific Corporation in support of site plan control application to construct a mixed-Use development consisted of 2 buildings with total 335 dwelling units. Building A is a 6-storey building containing 147 units. Building B is 6 storeys with 188 units.

The requested Zoning By-Law Amendment would change the zoning on the Subject Site from MC - Mixed-Use Centre Zone to appropriate “Transit Oriented Development Zone” (H2), Subzone H2E.

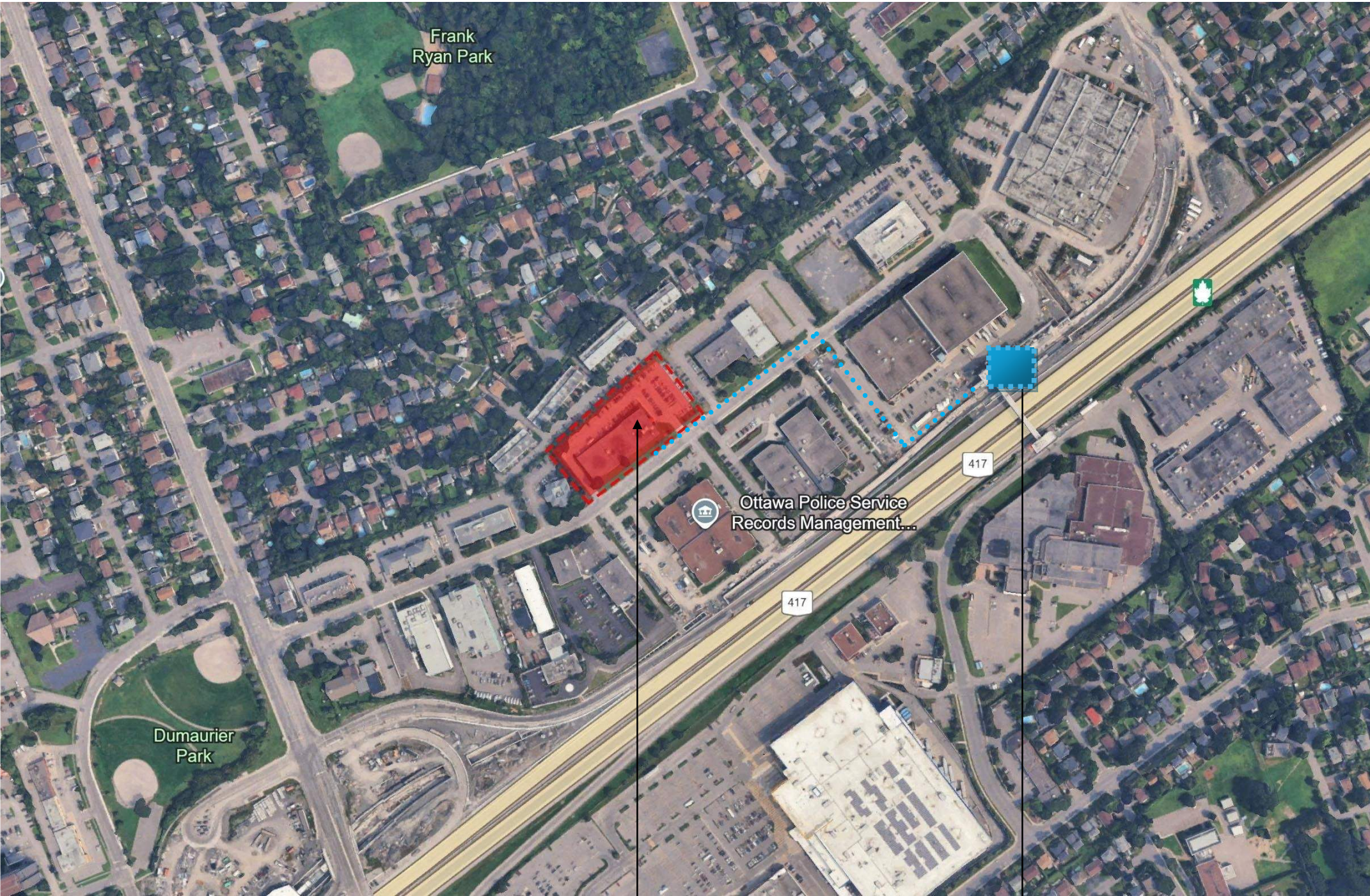
Site and Surrounding Context

The subject property is a rectangular-shaped lot with approximately 137.16 metres of frontage on Queensview Drive and a depth ranging from 61.41 metres to the southwest and 72.13 metres to the northwest, resulting in a total lot area of approximately 9,156.44 square metres. The property is currently occupied by a one-storey GoodLife Fitness facility and associated surface parking lot.

Project Vision

The site benefits from great access to public transit and many services and amenities located in the surrounding area. The Queensview Hub is intended to evolve into a high-density, mixed-use district that is connected to both Queensview and Pinecrest O-Train stations with a new central park on the south side of proposed building.

The proposed development together with its neighbouring properties will lead to enhanced streetscapes, increased support for the existing business, and increased vibrancy and safety of the neighbourhood while fostering future growth.



SITE LOCATION

400 m walking distance to transit station



POLICY AND REGULATORY FRAMEWORK

MOBILITY NETWORKS, SUCH AS TRANSIT STATIONS, STREET NETWORKS, CYCLING FACILITIES, PEDESTRIAN ROUTES AND CONNECTIONS, AND PARKING.

The subject property is located approximately 400 metres walking distance from the future Queensview LRT station and approximately 750 meters from the future Pinecrest LRT Station to the west. The subject property is in proximity to Highway 417 which is accessible via the north-south arterial, Pinecrest Road to the west of the site. Proximity to a rapid transit station is a critical element in the distribution of height and density in the City of Ottawa. Queensview Drive provides access to an employment hub and to the future Queensview O-Train Station.

Queensview Drive was identified as a Cycling Project in the Transportation Master Plan Part 1, Active Transportation Projects. It is categorized as a Pavement Markings and Signage Project. The objective of this project is to enhance cycling safety, access to destinations on Queensview, and connectivity to and from the future transit stations. On-street painted bike lanes are proposed in each direction along Queensview Drive from Pinecrest Road to the cul-de-sac.

The Queensview pedestrian bridge across Highway 417 is designed to enhance neighborhood connectivity and direct access to Queensview Station.

A future public park is located right across from the subject development lot with pedestrian connection from public park to private courtyard.

FUTURE AND CURRENT DEVELOPMENT PROPOSALS ON ADJACENT PROPERTIES.

Future developments along north side of Queensview Drive are defined by 45-degree plan same as the subject lot. Across Queensview Drive to south has been categorized as up to 40-story high-rise development.

THE PLANNED FUNCTIONS OF THE ADJACENT PROPERTIES, SUCH AS THE PERMITTED BUILDING ENVELOPE UNDER CURRENT ZONING.

Current zoning of the adjacent properties is MC20 and H2E in new zoning bylaw, which allows the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

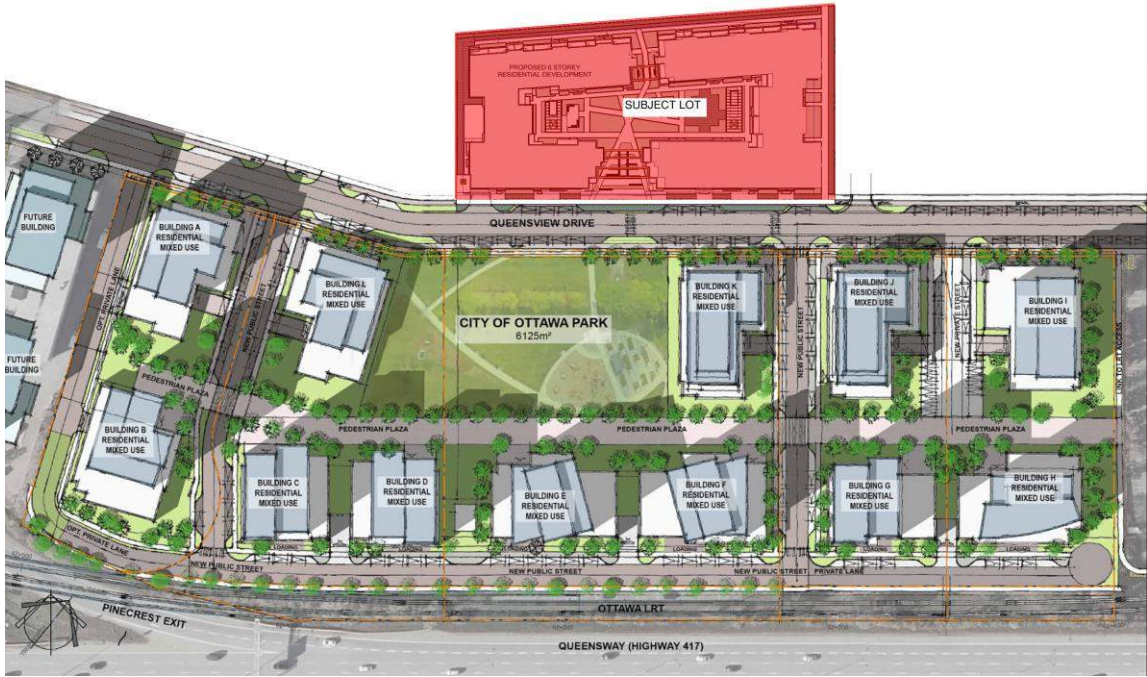
The zoning compliant building envelope on the subject property under the current zoning is about 61 m (200 ft) x 137 m (450 ft).

MASSING OF THE PROPOSED DEVELOPMENT IN THE PLANNED CONTEXT. THE PLANNED CONTEXT MAY BE REPRESENTED BY THE CURRENT ZONING PERMISSIONS OR POLICY CRITERIA IF ZONING IS NOT IN KEEPING WITH OFFICIAL PLAN DIRECTION.

The proposed massing is in line with the proposed zoning of H2E -Transit Oriented Development Zone. Minimum one non-residential unit provided to each building at ground floor.

BUILT FORM TRANSITION BETWEEN THE PROPOSED DEVELOPMENT AND THE SURROUNDING AREA.

The proposed development is comprised of 2 6-story buildings, which compline with the 45-degree plan regulation to north side low-rise residential properties. It creates buffer transition between low-rise development zone off north and high-rise future development across Queensview Drive at south.



TRANSPORTATION NETWORK



Figure 3: Excerpt from Schedule C4 – Urban Road Network of the City of Ottawa Official Plan



Figure 4: Excerpt from Schedule C2 – Transit Network of the City of Ottawa Official Plan

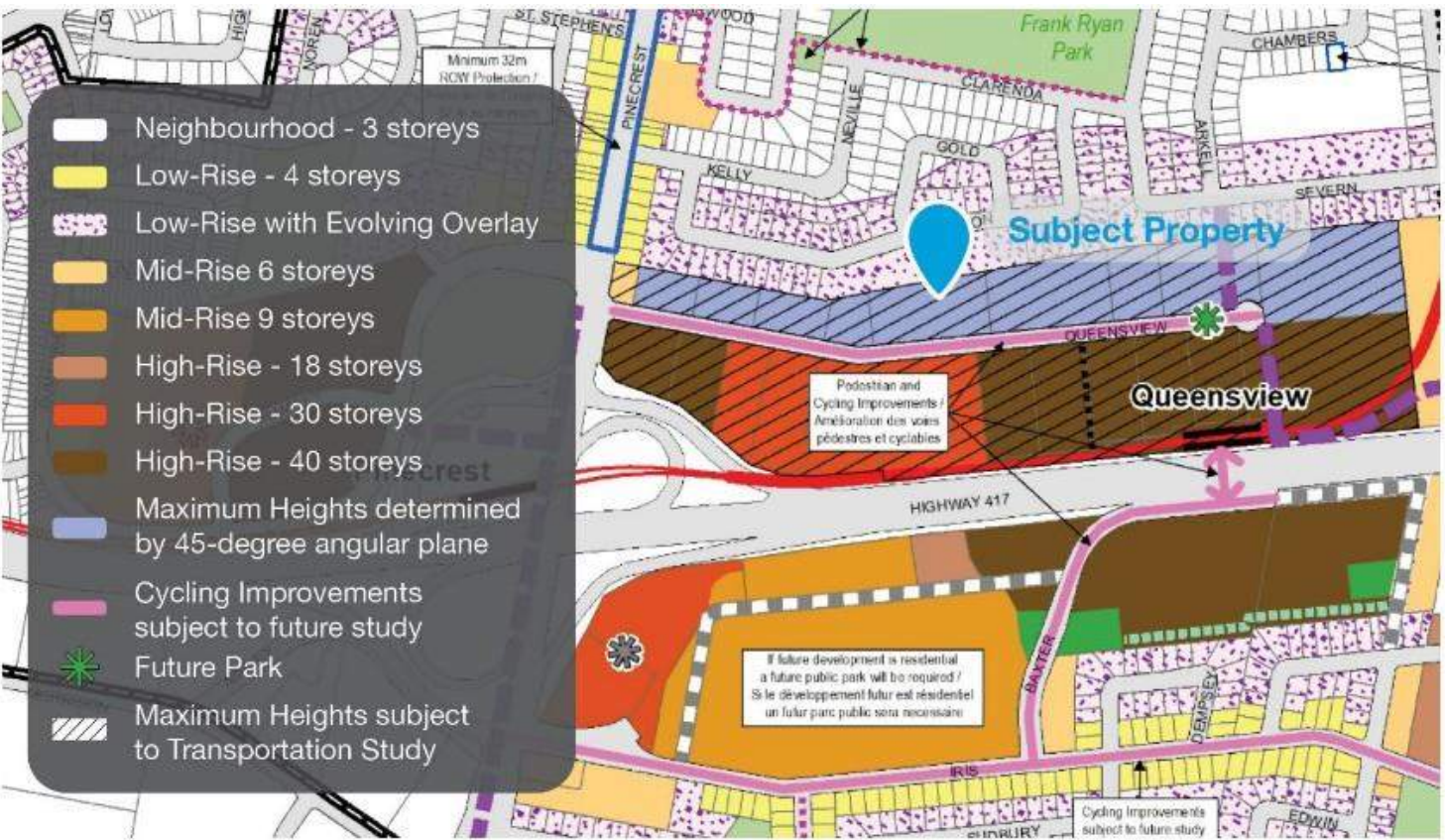


Figure 5: Schedule B1 - Downtown Core Transect

SITE CONTEXT



Existing Conditions Surrounding the Subject Property

North:

Immediately north of the subject property are several sets of town houses within the greater Queensway Terrace North residential neighbourhood. The neighbourhood is primarily characterized by single-detached, semi-detached, and townhouse dwellings. The neighbourhood also hosts two public parks, Frank Ryan Park and Elmhurst Park which provide both naturalized spaces as well as programmed park space, serving the neighbourhood and Severn Avenue Public School.

East:

East of the subject property are several retail and commercial buildings along Queensview Drive. Further east is an OC Transpo bus garage.

South:

South of the subject property are several commercial buildings with frontage along Queensview Drive and abutting Highway 417. South of the highway is a retail plaza anchored by an IKEA as well as other mid-sized retail tenants.

West:

Immediately west of the subject property is a continuation of the Queensview Drive commercial character, concluding at the intersection of Pinecrest Road and Queensview Drive. Access ramps to Highway 417 are found south along Pinecrest Road, providing bidirectional access to and from the highway. Development along Pinecrest Road to the north is characterized by low-rise residential development, much of which directly fronts onto Pinecrest Road.

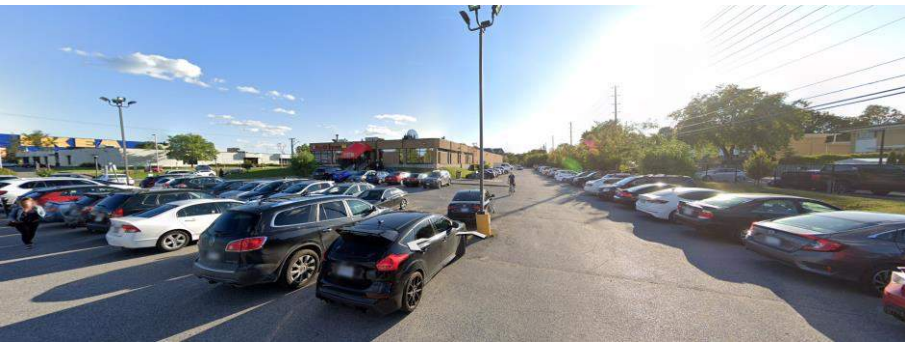
SITE CONTEXT



View 1: Looking Northeast @Queensview Drive



View 2: Looking Northwest @Queensview Drive



View 3: Looking Southwest



View 4: Looking East

The proposed development is located at Queensway Drive. The surrounding land uses are MC, TD2, TD3 and I1E. A future mixed-use high-rise development zoned TD3 is right to the southern side of the property crossing Queensview Drive.

DESIGN EVOLUTION

Concept Plan 1

- Shows two high-rise buildings at 20 and 25 storeys. The towers do not respect a 45-degree angular, but provide sufficient separation from the low-rise to the north (approximately 45 metres) that the height is appropriate.
- Shows a parkland block which may not be required if a park strategy across the Secondary Plan area is employed.
- Estimated 479 residential units in this concept with approximately 4,288 square metres of retail.



Original design submitted for Policy & Regulatory Review

Concept Plan 2

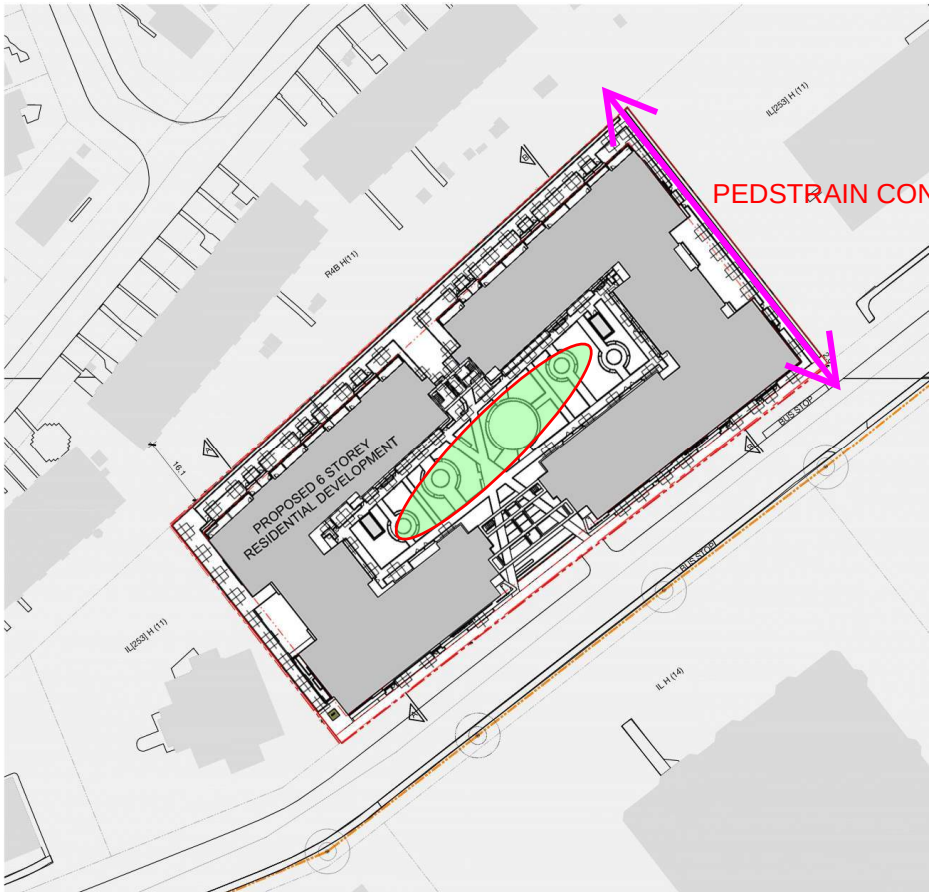
- Has three (3) high-rise building that all conform to a 45-degree angular plane and range in height from 11 to 19 storeys.
- No parkland included in this layout but at-grade outdoor amenity provides private public space as a buffer to the low-rise to the north.
- Estimated 403 residential units in this concept with approximately 2,225 square metres of retail.



Second option submitted for Policy & Regulatory

Proposed design

- Two mid-rise(6-storey) buildings that all conform to a 45-degree angular plane.
- Large landscaped courtyard considered with open access route to across street public park, and a pedestrian sidewalk connects north-south pass way.
- Estimated 336 residential units in this concept with two separate commercial retail units.



Current proposed design

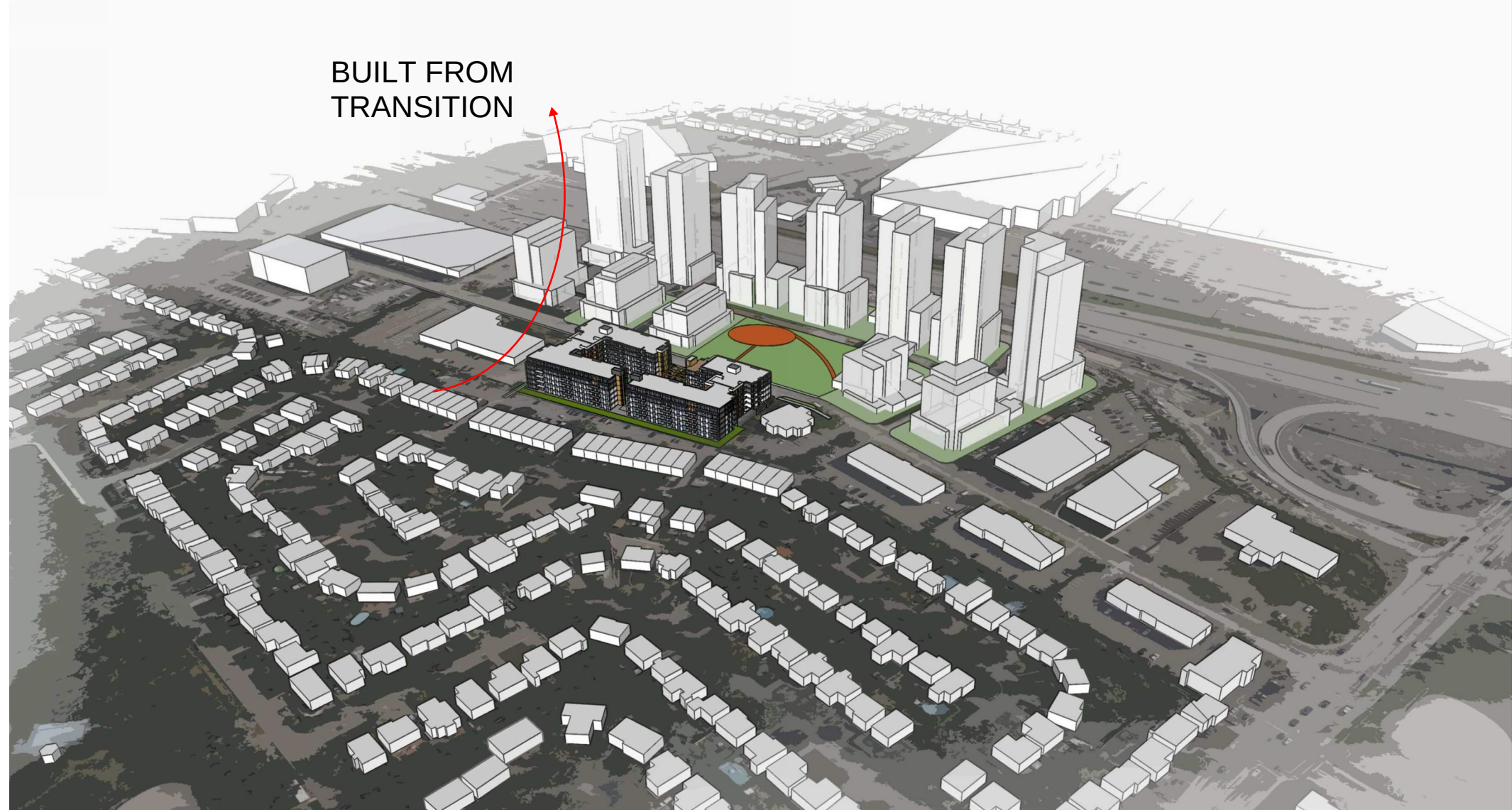
By considering zoning regulation, a smooth built form transition between the low-rise and future high-rise developments, and the overall financial feasibility of the development, The current design ends up two 6-story buildings, which balances privacy considerations with not having blank flanking walls and the opportunity for connecting the public park to private outdoor amenity courtyard.

Response to Pre-Application

The Official Plan land use designation for the subject property is Inner Urban Hub. The design guideline of Official Plan, zoning bylaw H2E have been reviewed and consulted in preparation of this design brief, includes:

- Building masses have been prudently placed to define the street edge, create safe public and private spaces
- Creating unique building character by introduction of contemporary architectural expression and attractive landscaped courtyards
- Parking facilities are located within underground parkade to minimize their impact on the public realm
- Outdoor amenity will be provided in the landscaped courtyard
- The development will provide a safe accessible place for pedestrians and vehicles by separating pedestrian and vehicle traffic flow
- The proximity to the future Queensway LRT station and future Pinecrest LRT station will encourage the use of public transit
- Respecting the character of existing areas and future development urban fabric to integrate this development into the surrounding context by similar architectural articulation
- 4m setback along Queensview Drive creates active frontage street as public realm
- To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

BUILT FROM
TRANSITION



Design Proposal

Context Study

The vision for this site is a mid-rise development that seamlessly integrates with the surrounding context, reflects the significance of this unique site, and makes the most meaningful contribution to the community. The diagrams demonstrate the design approach, which starts with the unique geometry of the site and ends with a development that creates active frontage street as a public realm, maximizes green space, and revitalizes Queensway Drive.

Context aerial view – Looking @ Queensway Drive



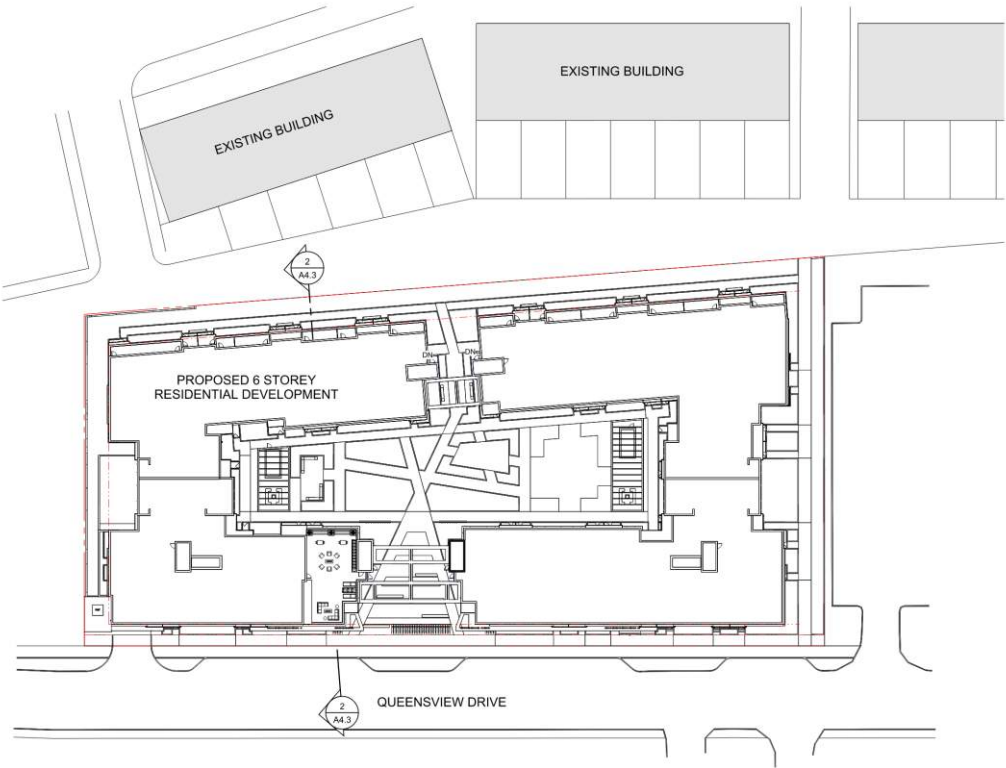
Context aerial view – Looking @ Queensway



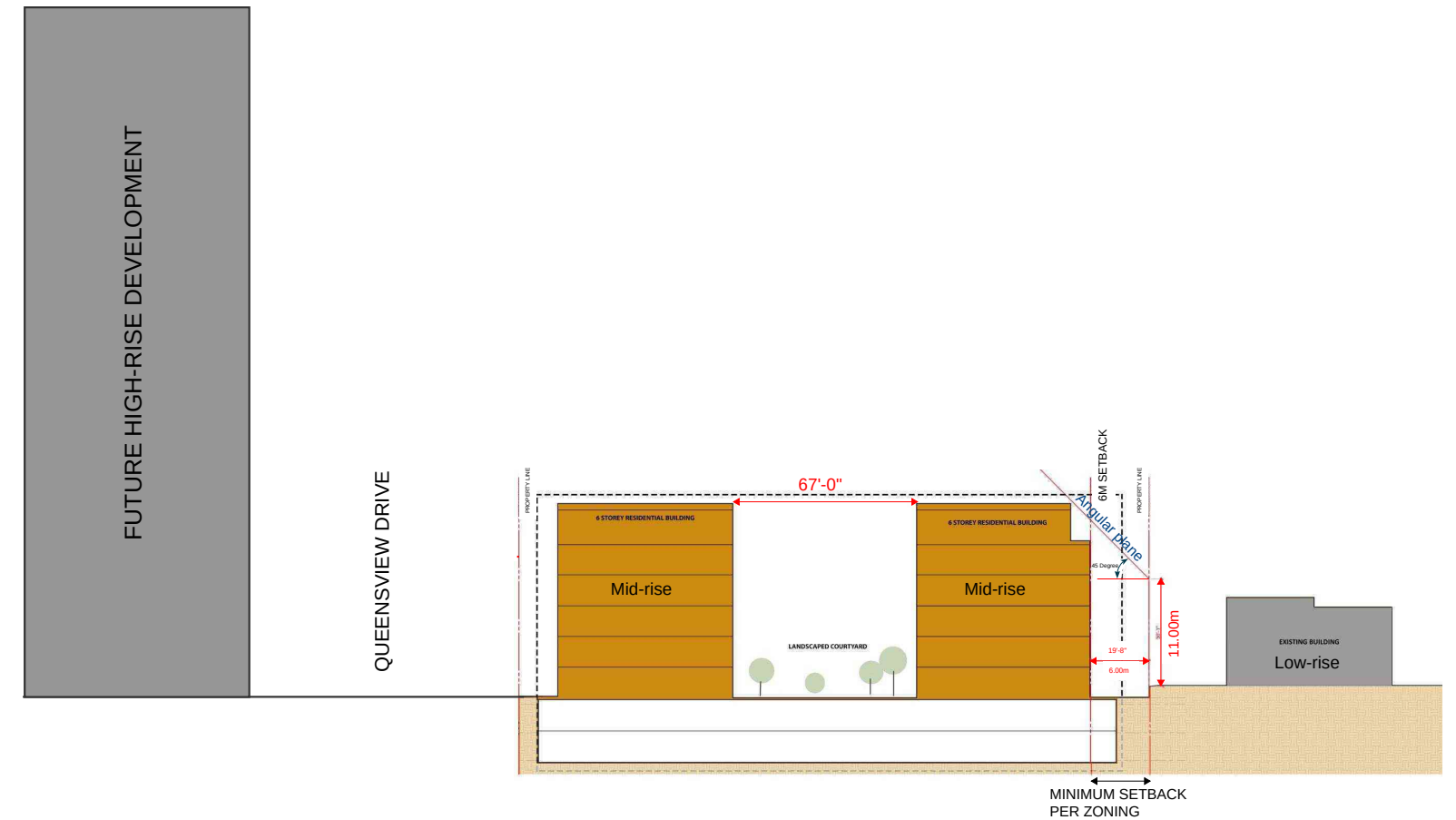
Realm

The development provides multiple purpose setback along south property line (4.0m) to allow for better connection to the public road (Queensway Drive).

By utilizing different materials and small-scale balcony features, the building emphasises pedestrian-friendly streetscape articulation, allowing for a positive human-scale interaction.



Key Plan



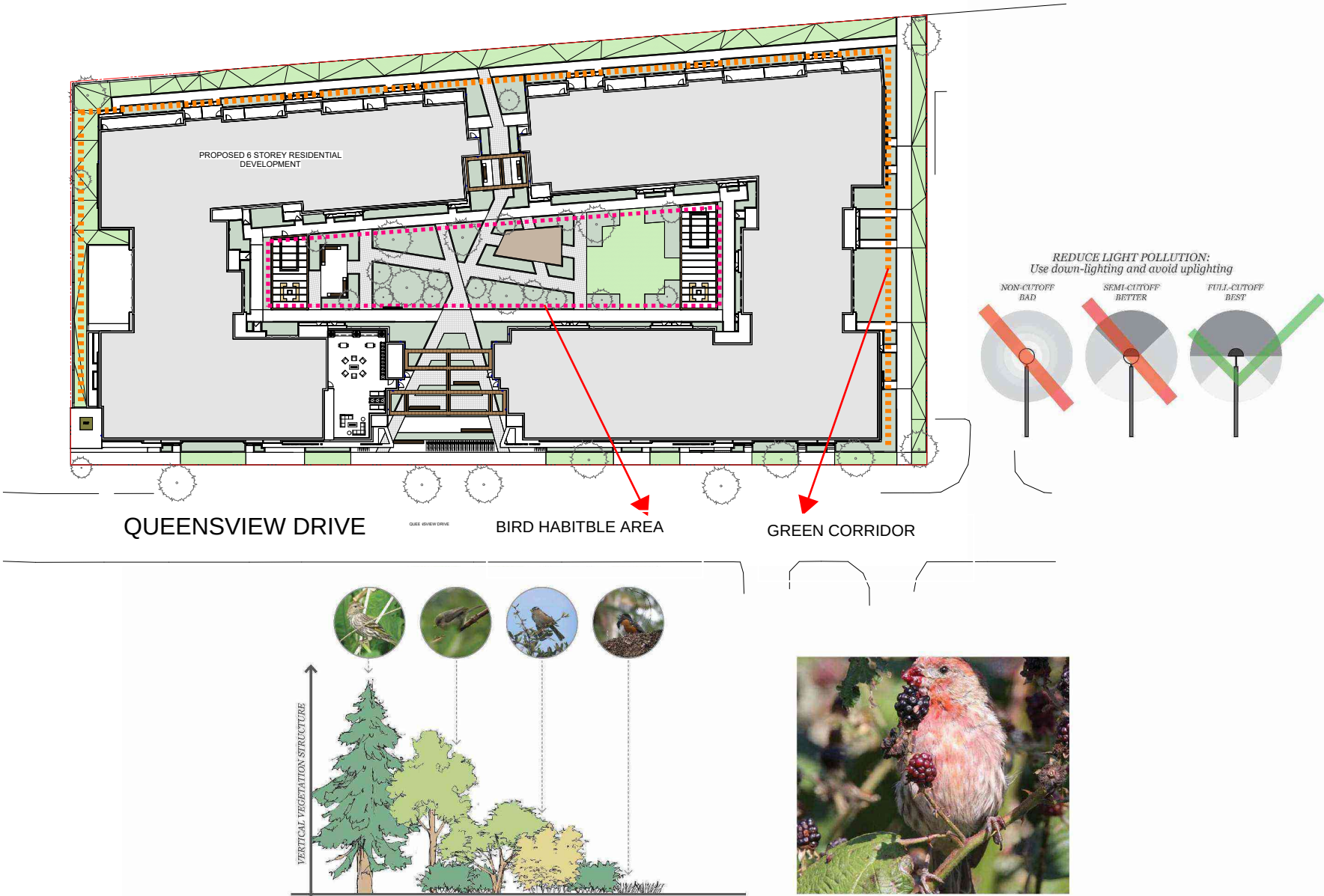
Future neighbourhood context



Birds
Friendly

Landscape Design

- Establish habitat features, including mature trees, native fruit bearing shrubs
- Provide vertical vegetation layers by creating ground cover, shrub, understory and tree canopy
- Plant shade-tolerant native ground cover and shrub plants
- Select a diversity of native and non-invasive plants
- Create green corridor



Building Design

- Low reflection glazing to reduce bird strike risk
- Well defined building edge to help birds finding open flyways.
- Reduce unnecessary light-spill
- Select down lighting over up lighting

duce unnecessary light-spill



Sustainability Statement

- Energy efficient LED lighting and equipment

LED lighting to be proposed throughout the project where it's possible.

High-efficient HVAC system

- EV ready design

This development will consider vehicle stalls that are capable of conversion to electric vehicles in the future.

- Bicycle

A total of 182 long-term bicycle parking stalls are provided (168 required) within the parkade to support and encourage sustainable commuting. In addition, 35 short-term bicycle parking stalls are provided (34 required) to accommodate visitors and short-duration use.

- Landscape

A variety of trees and shrubs will be planted surrounding and within the courtyard, adding a variety of habitats to the site.

- Eco-Friendly Building Materials

By using brick veneer instead of full-size clay brick

Wood framing for low-rise building A & building B



Building Design

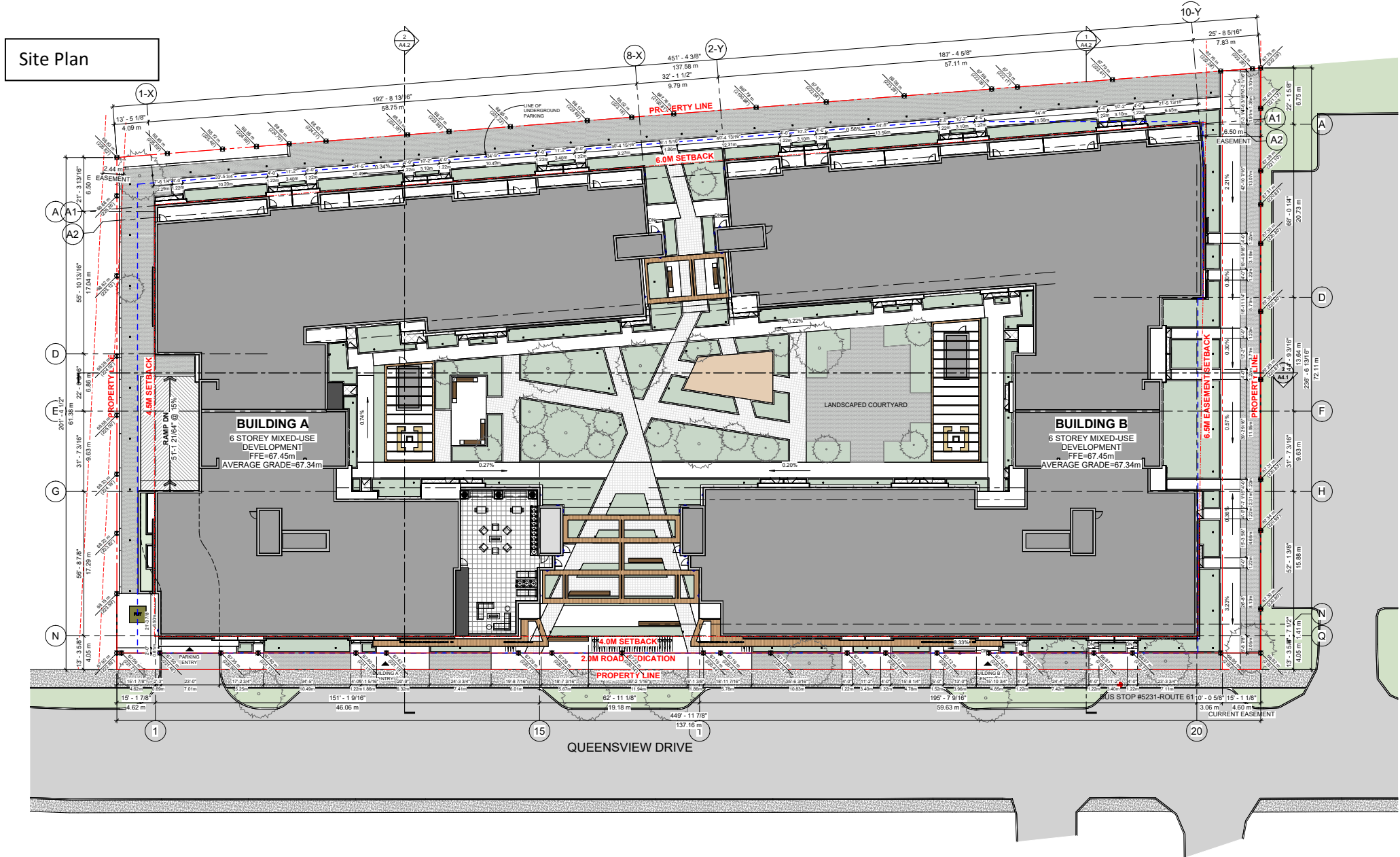
The development consists of two U shape buildings. A 6-storey building is located at eastern side, and another 6-storey building is situated at the western side of the site facing Queensway Drive. A central courtyard as an outdoor communal space is surrounded by two buildings.

Social Wellness Design

The project is designed as a people-first building that prioritizes resident well-being, comfort, and social connection. A dedicated wellness spa supports health and relaxation within the building, while walkable retail at grade enhances daily convenience and activates the streetscape.

The building orientation has been carefully considered to maximize sunlight access to residential units and shared amenity areas, particularly within the interior courtyard. This central courtyard provides inviting social spaces, including outdoor kitchen and BBQ areas, creating welcoming gathering spaces for residents to connect and build community.

The overall design emphasizes a people-friendly environment and is thoughtfully integrated into both the existing and future neighbourhood context, supporting walkability, social interaction, and long-term community growth.





Site Front View-Queensway Drive



Site Front View-Queensway Drive



Arieal View to Courtyard Entry-Queensway Drive



Central Courtyard View



Site Front Night View-Queensway Drive



SHADOW STUDY



MARCH/SEPT 21 - 10:00AM



MARCH/SEPT 21 - 12:00PM



MARCH/SEPT 21 - 2:00PM



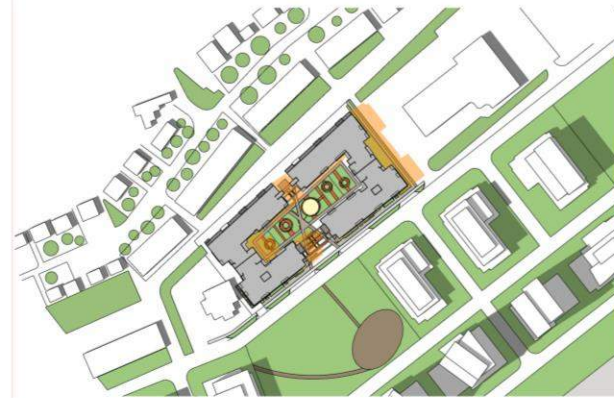
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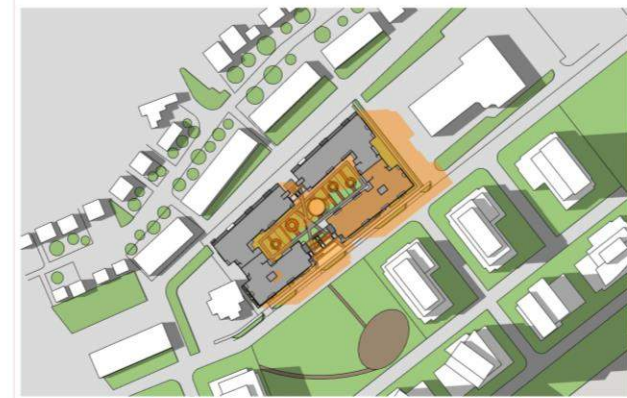
JUNE 21 - 10:00AM



JUNE 21 - 12:00PM



JUNE 21 - 2:00PM



JUNE 21 - 4:00PM



DECEMBER 21 - 10:00AM



DECEMBER 21 - 12:00PM

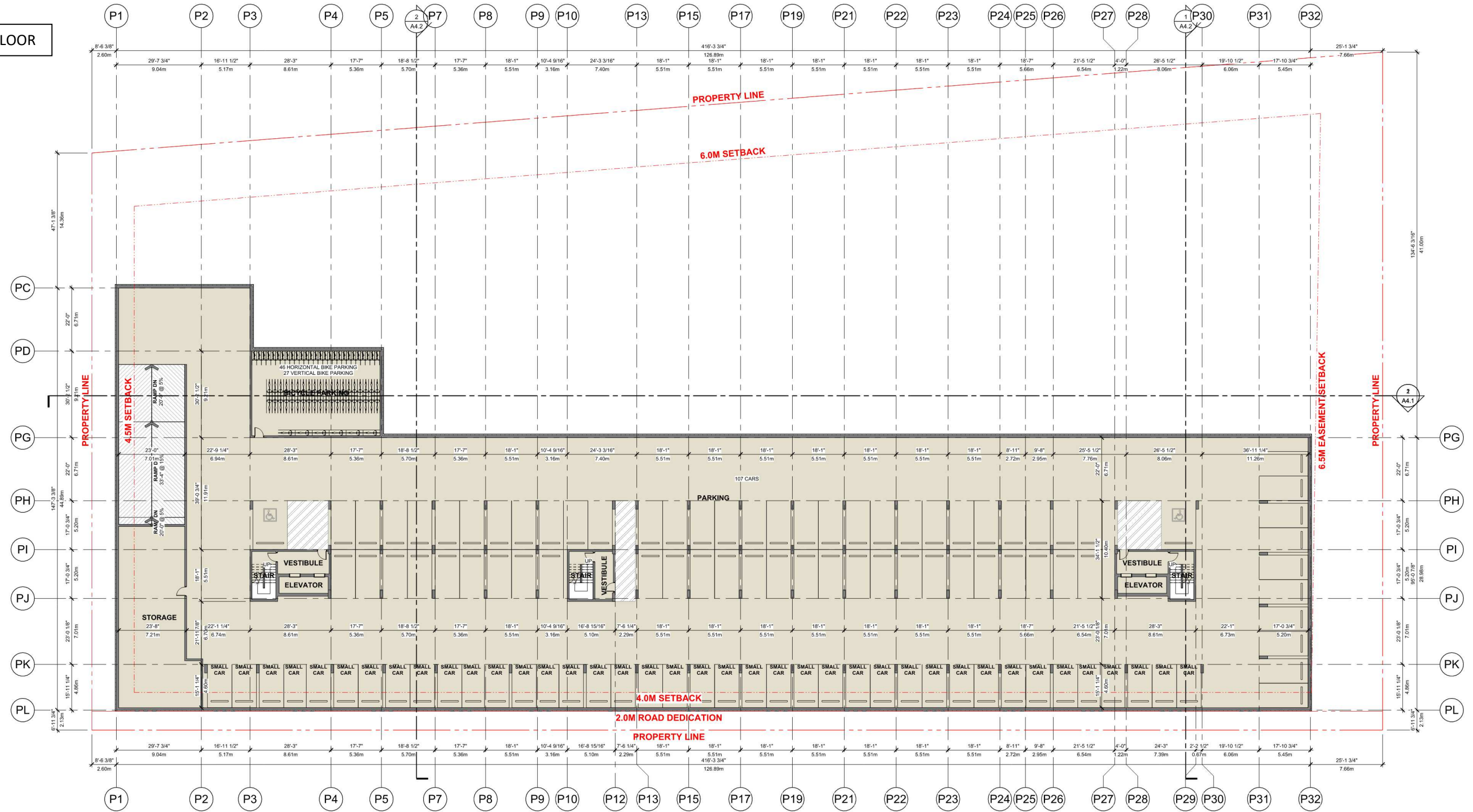


DECEMBER 21 - 2:00PM



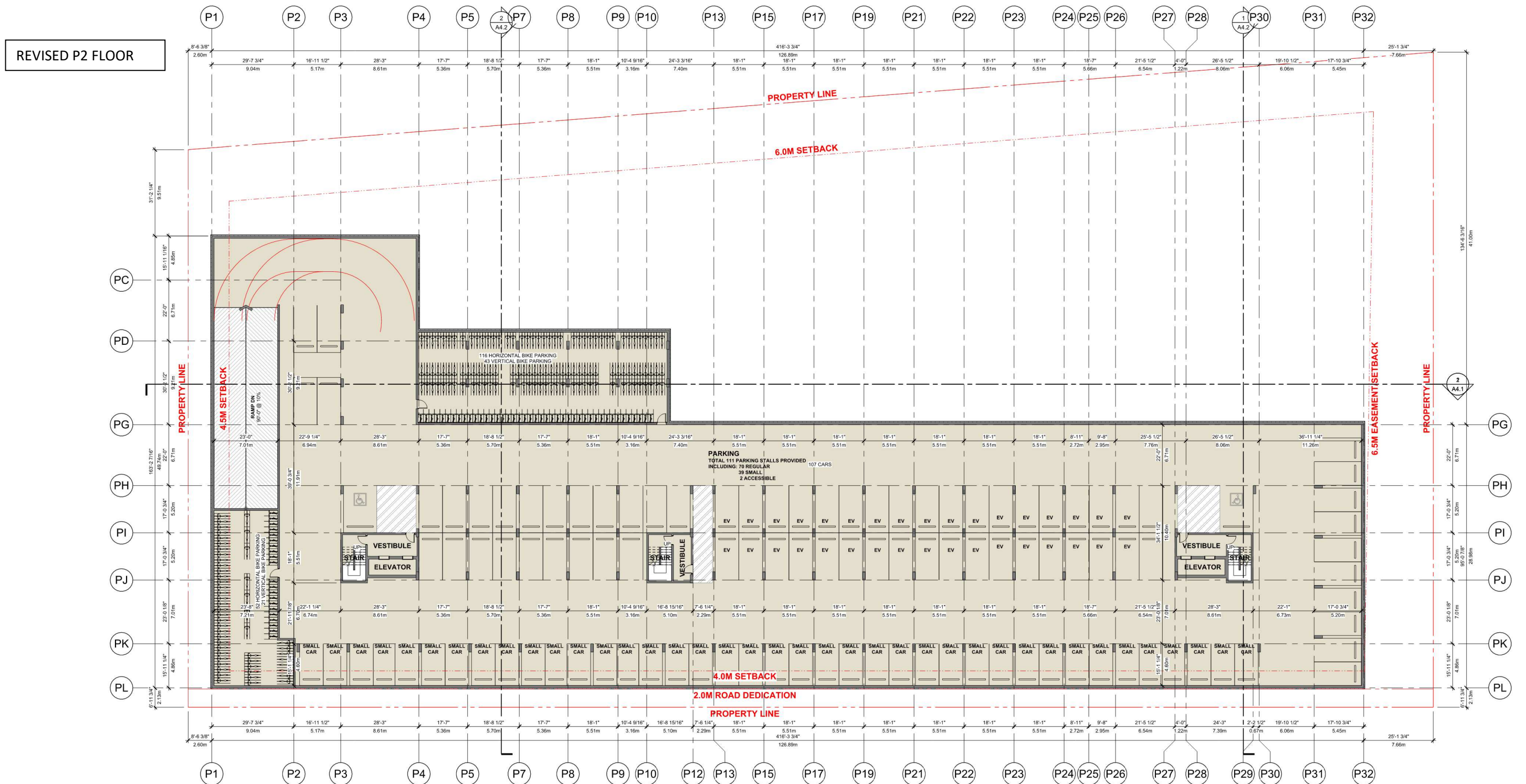
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PREVIOUS P2 FLOOR

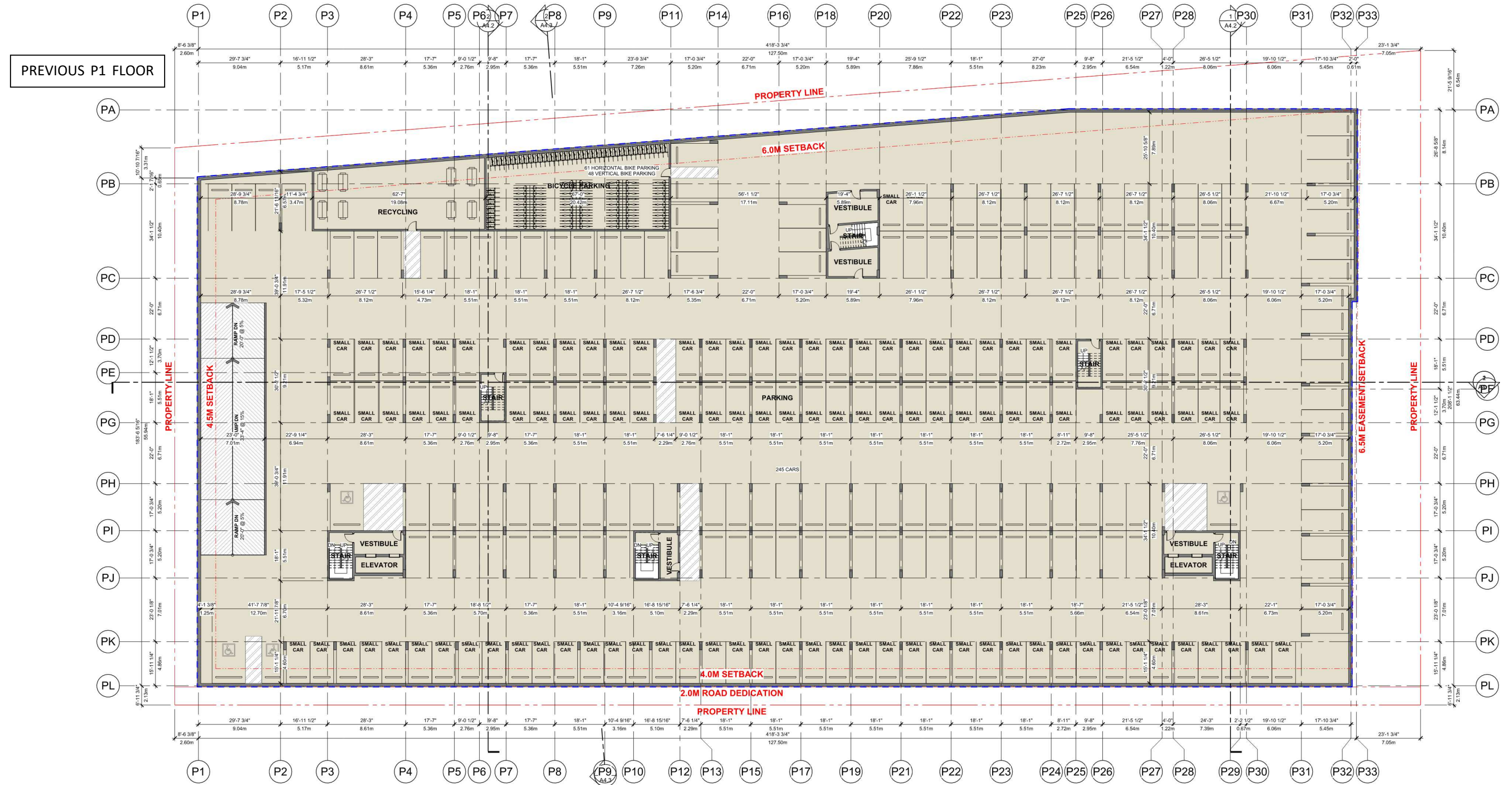


- **Regular Parking Stalls:** 66 provided
- **Small Parking Stalls:** 39 provided
- **Van accessible Parking Stalls:** 2 provided
- **Parking Ratio:** 1.05 spaces per unit (total stalls provided P1&P2)
- **Bicycle Parking:** 46 HORIZONTAL BIKE PARKING – 27 VERTICAL BIKE PARKIN



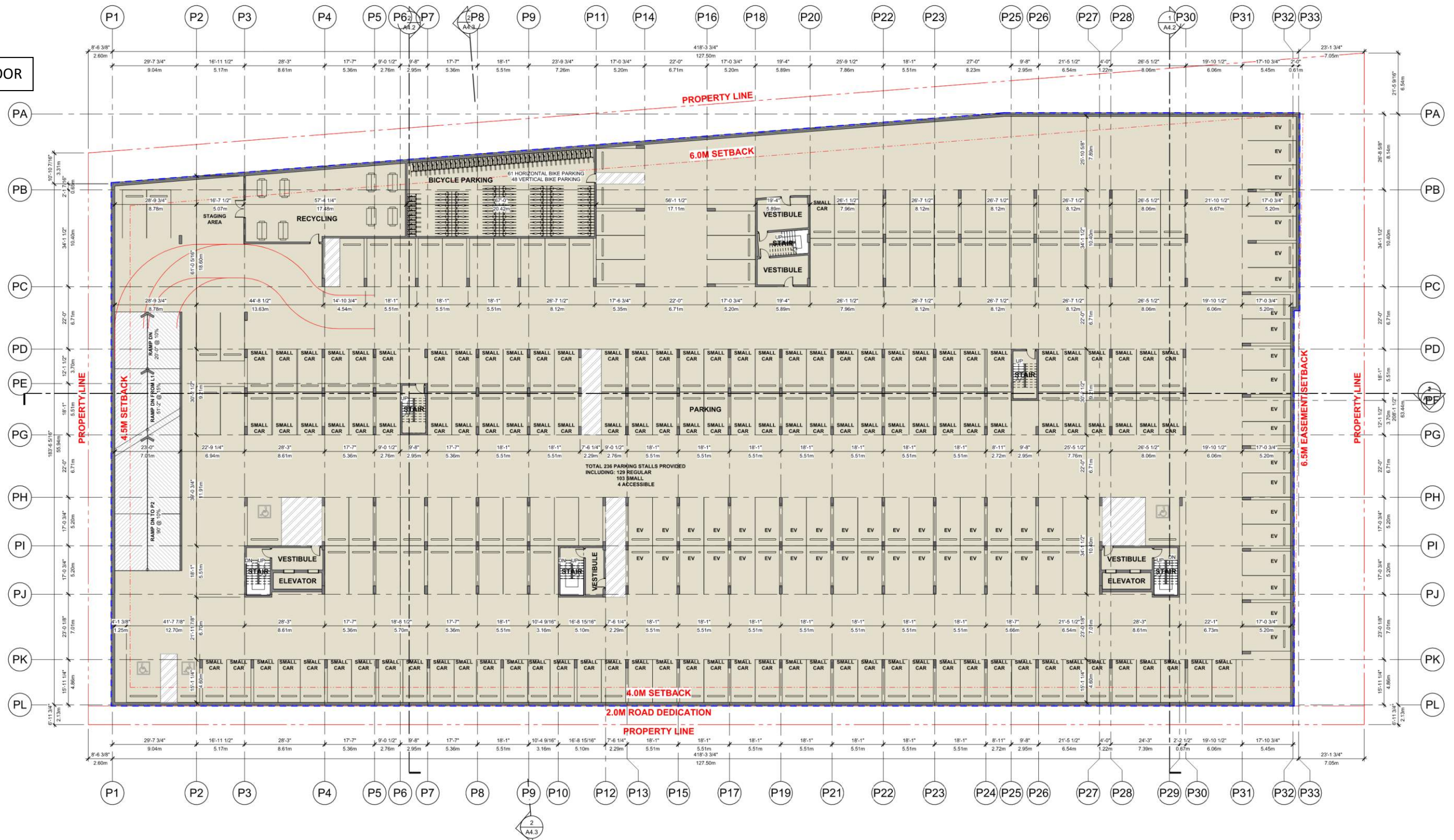


- **Regular Parking Stalls:** 70 provided
- **Small Parking Stalls:** 39 provided
- **Van accessible Parking Stalls:** 2 provided
- **Parking Ratio:** 0.96 spaces per unit (total stalls provided P1&P2)
- **Bicycle Parking:** 168 HORIZONTAL BIKE PARKING – 64 VERTICAL BIKE PARKIN



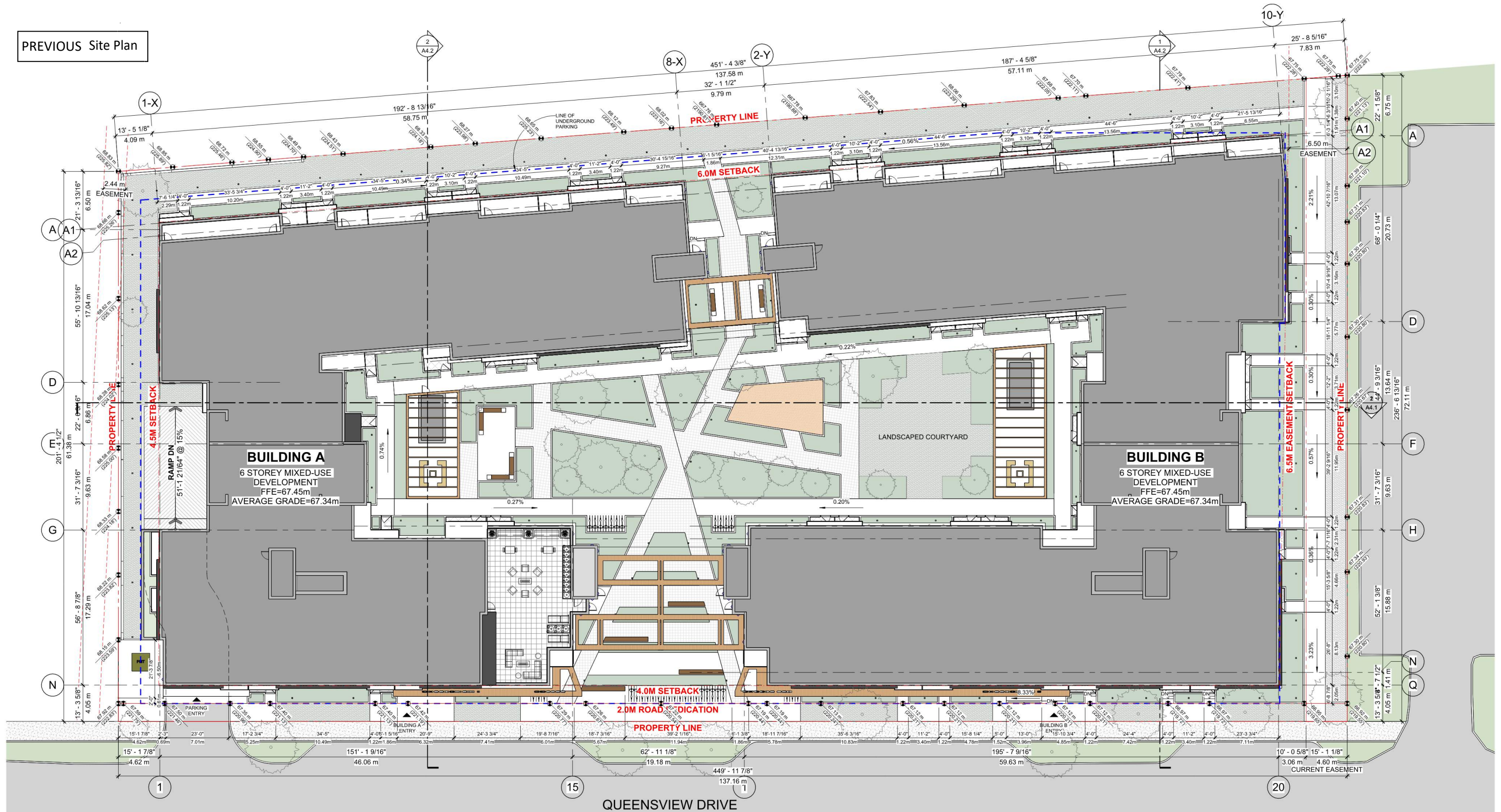
- **Regular Parking Stalls:** 130 provided
- **Small Parking Stalls:** 111 provided
- **Van accessible Parking Stalls:** 3 provided
- **Accessible Parking Stalls:** 1 provided
- **Bicycle Parking:** 61 HORIZONTAL BIKE PARKING – 48 VERTICAL BIKE PARKING

REVISED P1 FLOOR

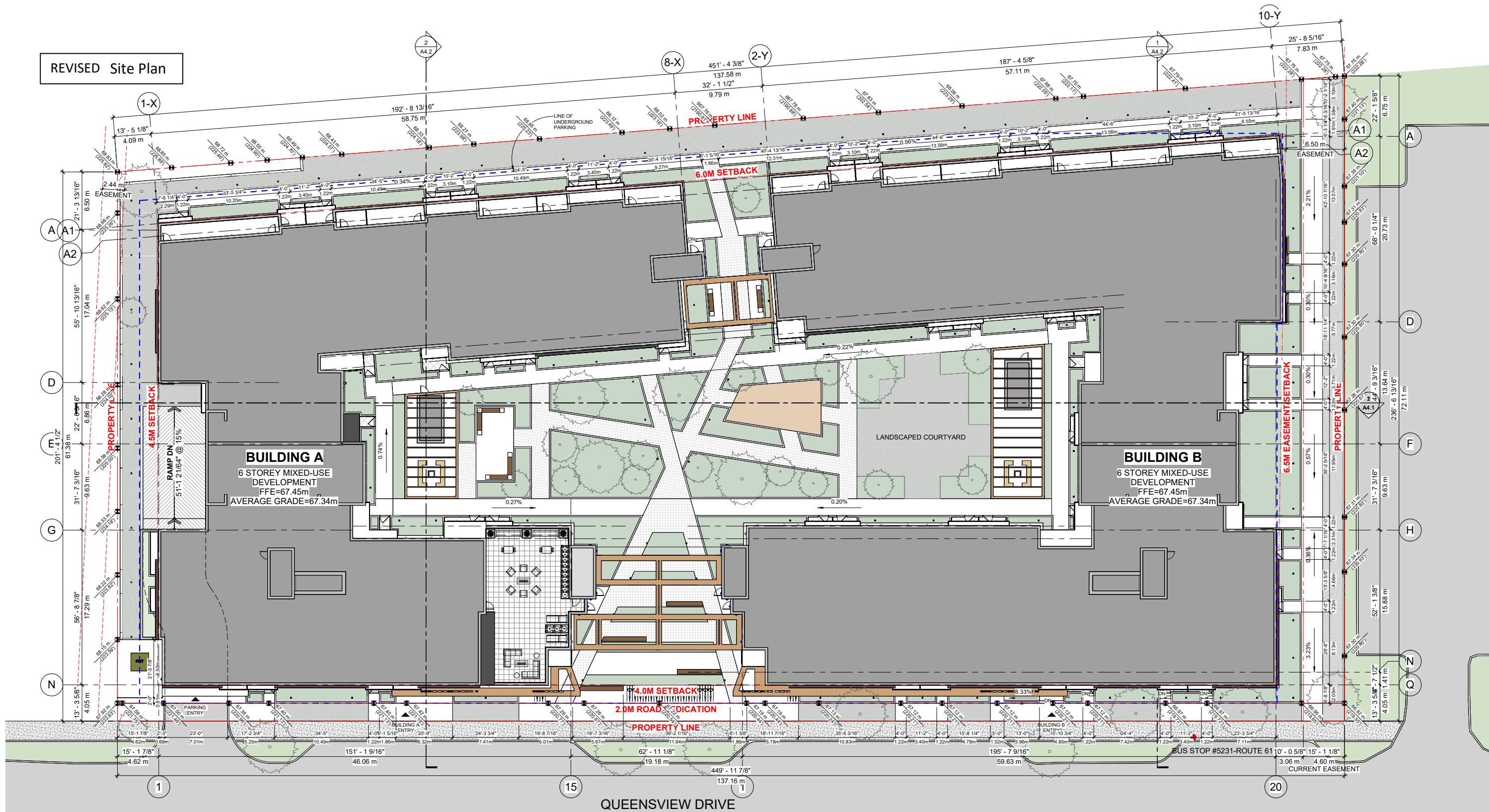


- **Regular Parking Stalls:** 129 provided
- **Small Parking Stalls:** 103 provided
- **Van accessible Parking Stalls:** 3 provided
- **Accessible Parking Stalls:** 1 provided
- **Bicycle Parking:** 61 HORIZONTAL BIKE PARKING – 48 VERTICAL BIKE PARKING

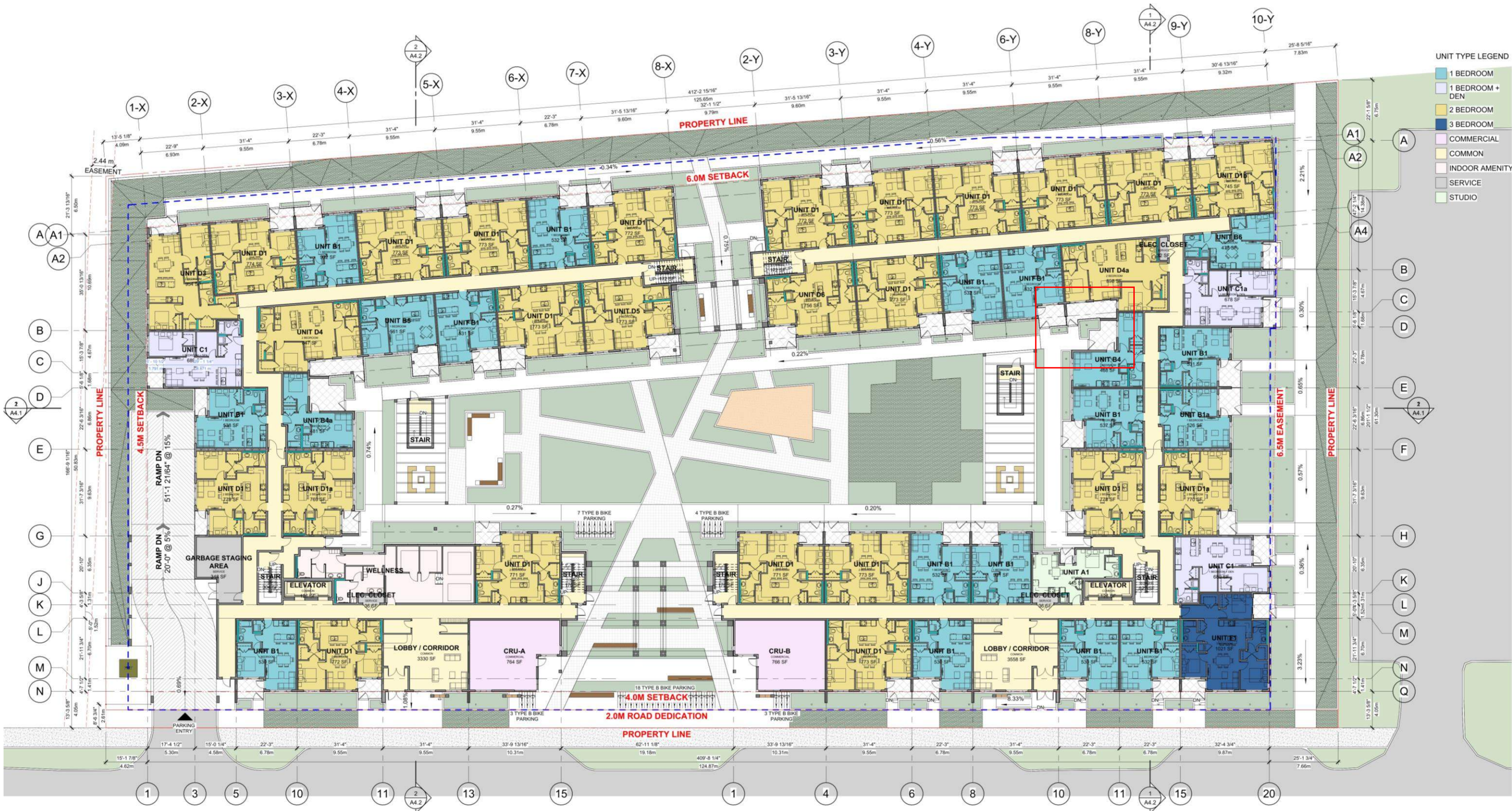
PREVIOUS Site Plan



REVISED Site Plan

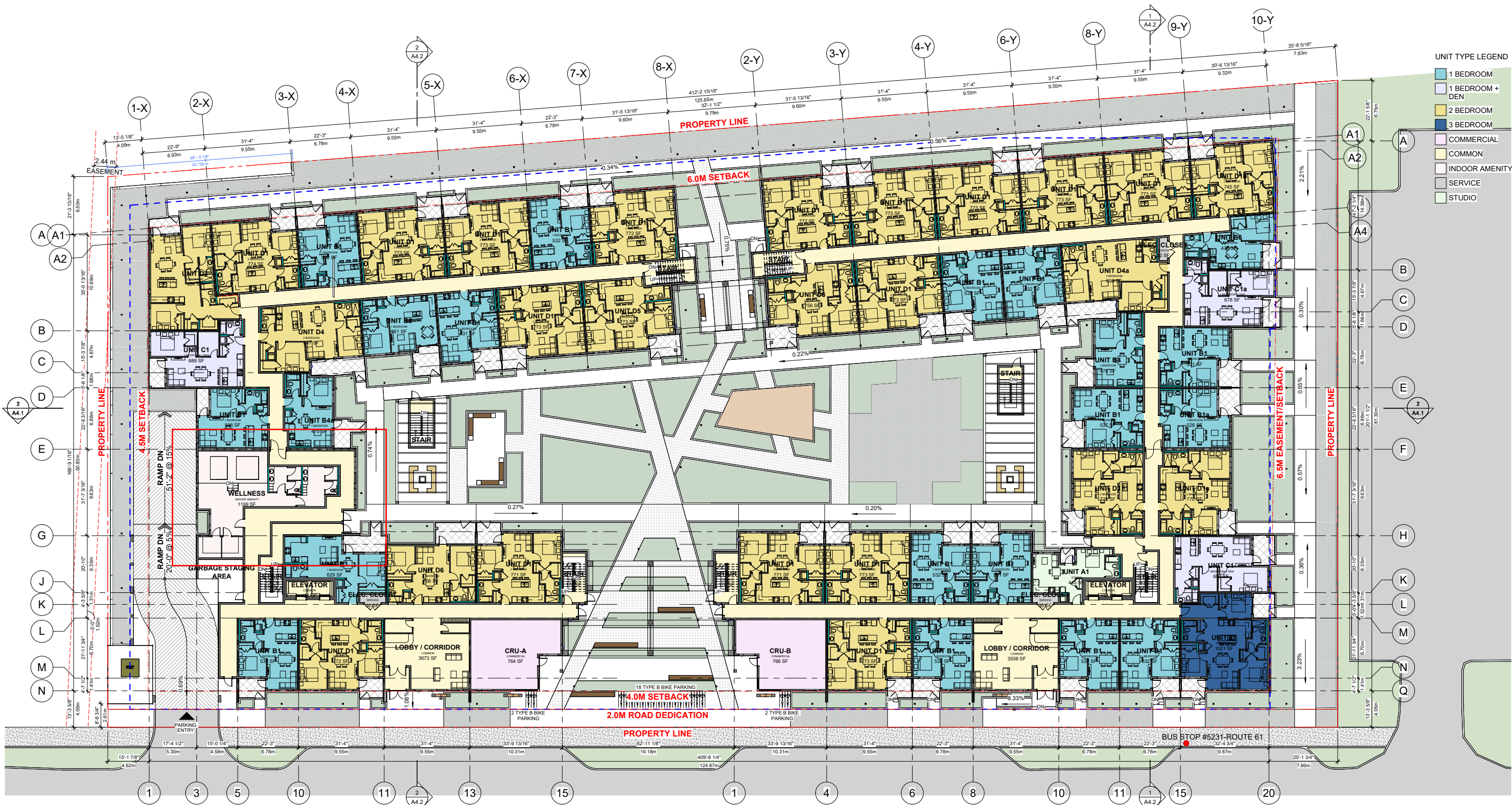


PREVIOUS GROUND FLOOR PLAN



WESTRICH
PACIFIC CORP.

REVISED GROUND FLOOR PLAN



PREVIOUS LEVEL 2 FLOOR PLAN



REVISED LEVEL 2 FLOOR PLAN



- UNIT TYPE LEGEND**
- 1 BEDROOM
 - 1 BEDROOM + DEN
 - 2 BEDROOM
 - 3 BEDROOM
 - COMMON
 - SERVICE



WESTRICH
PACIFIC CORP.



PREVIOUS LEVEL 3-5 FLOOR PLAN



REVISED LEVEL 3-5 FLOOR PLAN



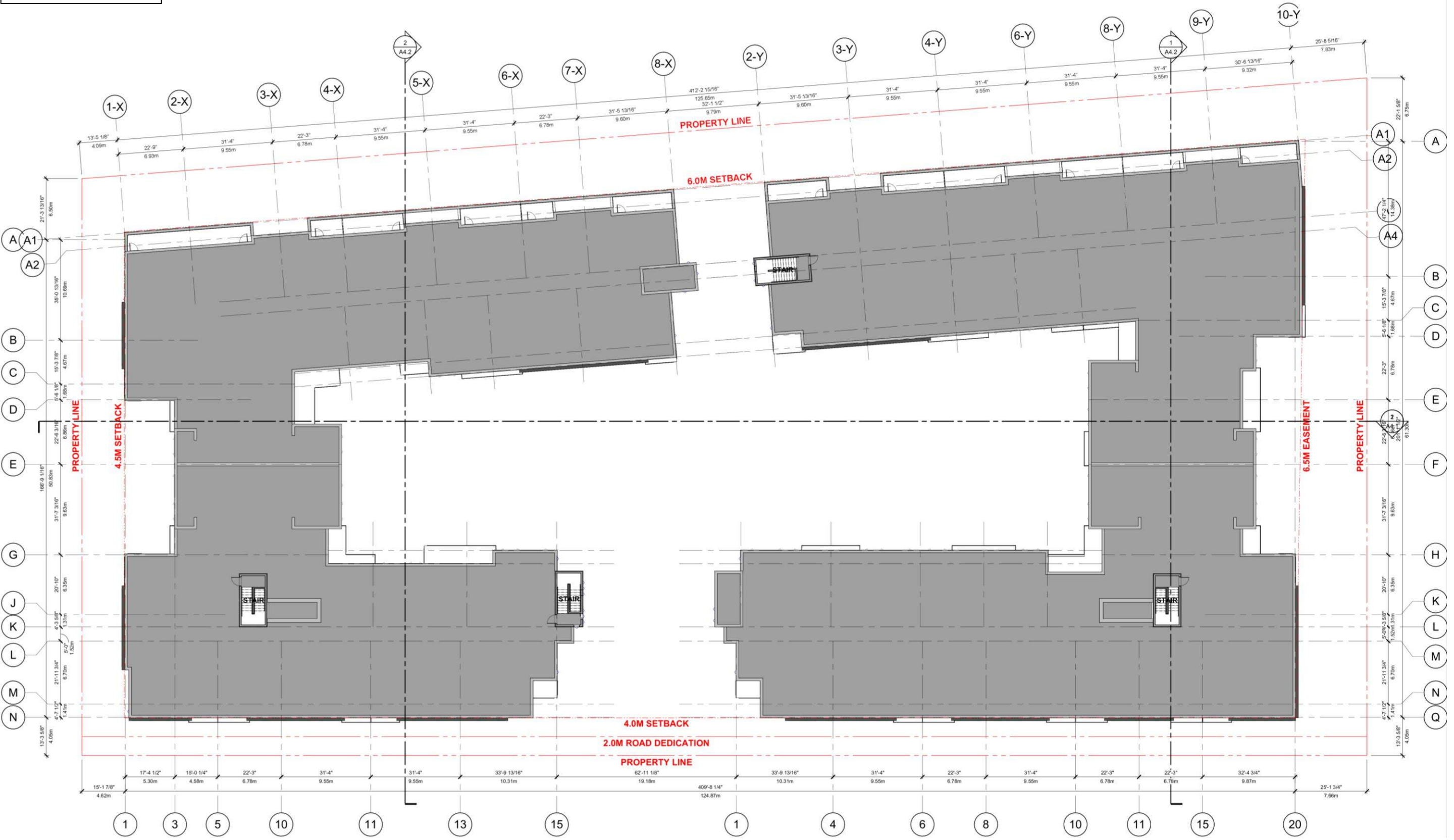
PREVIOUS LEVEL 6 FLOOR PLAN



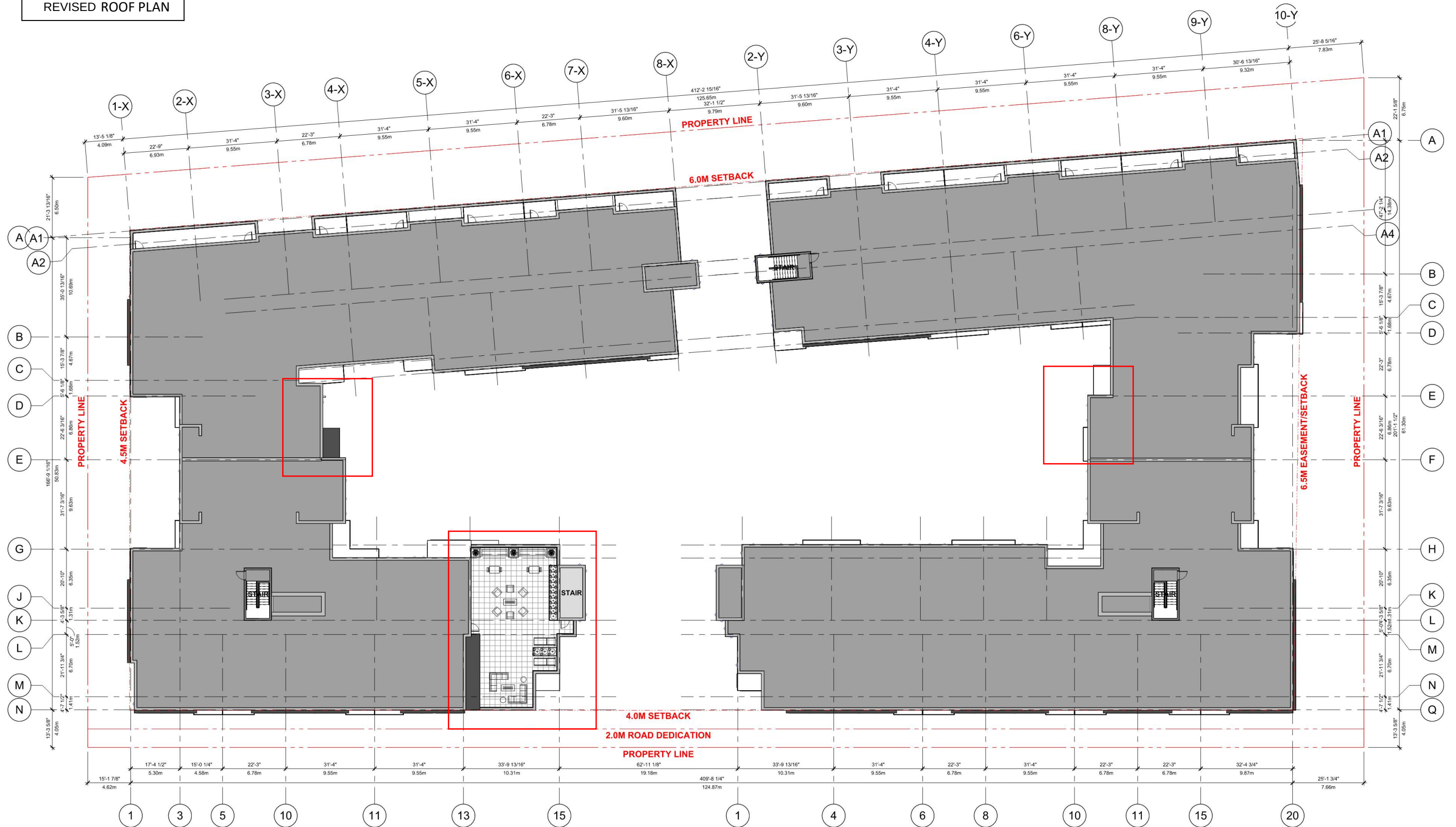
REVISED LEVEL 6 FLOOR PLAN



PREVIOUS ROOF PLAN



REVISED ROOF PLAN



PREVIOUS SOUTH ELEVATION



REVISED SOUTH ELEVATION



ELEVATIONS



1 SOUTH ELEVATION - BLDG A
1/8" = 1'-0"

MATERIAL LEGEND	
1	FIBRE CEMENT PANEL - WHITE
2	FIBRE CEMENT PANEL - DARK GREY
3	FIBRE CEMENT PANEL - CEDAR
4	FIBRE CEMENT PANEL - VERTICALLY STRIPED DARK GREY
5	CLEAR TEMPERED GLASS GUARD RAILING
6	THERMALLY BROKEN, DOUBLE GLAZED WINDOW - CLEAR
7	PRIVACY SCREEN - FROSTED GLASS PARTITION WALL
8	TINTED TEMPERED GLASS GUARD RAILING - BRONZE

MATERIAL LEGEND	
9	ALUMINUM GUARDRAIL
10	VINYL WINDOW / DOOR FRAME
11	EXPOSED ARCHITECTURAL CAST-IN-PLACE CONCRETE WALL/PEDESTAL/STAIR/RAMP/PLANTER
12	PRE-FINISHED METAL FLASHING - DARK GREY
13	PRE-FINISHED METAL PANEL - WOOD GRAIN FINISH
14	ALUMINUM WINDOW WALL MULLION - BLACK
15	SPANDREL PANEL - DARK GREY



2 SOUTH ELEVATION - BLDG B
1/8" = 1'-0"



ELEVATIONS



1 NORTH ELEVATION - BLDG B
1/8" = 1'-0"

MATERIAL LEGEND	
1	FIBRE CEMENT PANEL - WHITE
2	FIBRE CEMENT PANEL - DARK GREY
3	FIBRE CEMENT PANEL - CEDAR
4	FIBRE CEMENT PANEL - VERTICALLY STRIPED DARK GREY
5	CLEAR TEMPERED GLASS GUARD RAILING
6	THERMALLY BROKEN, DOUBLE GLAZED WINDOW - CLEAR
7	PRIVACY SCREEN - FROSTED GLASS PARTITION WALL
8	TINTED TEMPERED GLASS GUARD RAILING - BRONZE

MATERIAL LEGEND	
9	ALUMINUM GUARDRAIL
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12	PRE-FINISHED METAL FLASHING - DARK GREY
13	PRE-FINISHED METAL PANEL - WOOD GRAIN FINISH
14	ALUMINUM WINDOW WALL MULLION - BLACK
15	SPANDREL PANEL - DARK GREY



2 NORTH ELEVATION - BLDG A
1/8" = 1'-0"

ELEVATIONS



1 WEST ELEVATION
1/8" = 1'-0"

MATERIAL LEGEND	
1	FIBRE CEMENT PANEL - WHITE
2	FIBRE CEMENT PANEL - DARK GREY
3	FIBRE CEMENT PANEL - CEDAR
4	FIBRE CEMENT PANEL - VERTICALLY STRIPED DARK GREY
5	CLEAR TEMPERED GLASS GUARD RAILING
6	THERMALLY BROKEN, DOUBLE GLAZED WINDOW - CLEAR
7	PRIVACY SCREEN - FROSTED GLASS PARTITION WALL
8	TINTED TEMPERED GLASS GUARD RAILING - BRONZE

MATERIAL LEGEND	
9	ALUMINUM GUARDRAIL
10	VINYL WINDOW / DOOR FRAME
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14	ALUMINUM WINDOW WALL MULLION - BLACK
15	SPANDREL PANEL - DARK GREY



2 EAST ELEVATION
1/8" = 1'-0"

