

Queensview Drive, QTN, and Bus Depot: Summary of Points from Ward Meeting

On November 25, Councillor Theresa Kavanaugh hosted an open forum on the future of Queensview Drive and QTN, with Mr. John Manconi, General Manager of Transportation, and Mr. Steve Willis, Director of Planning. 59 persons participated in the meeting.

Below is a summary of points from that meeting to inform further discussions within QTN. While the meeting was question and answer, this summary groups points by topic. No names are given. If you want to check the original, a recording can be found on the Bay Ward website.

Queensview Drive/Queensview LRT Station – Future Development

- Queensview Drive (QD) will change from light industrial to mixed use, including commercial and residential uses, with higher density development. The area close to Queensview Station will be classified as a transit hub.
- QD/QTN could be developed to be 15 minute neighborhood
- Height close to station will be minimum of 4 stories, 12 allowed as of right under draft OP, more with site-specific proposals.
- Height will be graduated – tallest on south side of QD, lower on north side, with buffers, including trees, between buildings on QD and residences that back onto QD.
- City will use inclusionary zoning close to the station. Inclusionary zoning is a provincial policy that allows cities to require units of affordable housing in new developments close to transit stations. Housing projects will be mixed, with some units affordable. The specific kind of affordable housing in such projects will be defined in a new city policy for inclusionary zoning that is being developed as part of Official Plan. It will not be like community housing projects of the 1960s. Most likely target will be persons looking to move into home ownership but cannot afford current options in QTN (similar to the people who originally settled QTN but cannot afford housing here now.)
- Privately-owned properties along QD will re-develop first and should be our first focus. Redevelopment of city-owned land, such as bus depot, will be later.
- There are proposals for redevelopment in early stages now; there are no official applications yet. Hopefully the plan can be developed in time to guide private redevelopment, rather than react to private plans that are already developed.

Amenities, Community Benefits, Incentives for desirable features

- Community benefits funded by development fees, are regulated by provincial rules, which are very restrictive.
- Land can be dedicated for green space, up to 5 percent of the land, or, for smaller sites, cash-in-lieu that the City uses for other parks.
- Incentives for desired uses, such as local shops: The City cannot give incentives, but it can require that ground-level space be attractive for the kind of shops that serve community. Vendors are drawn by numbers, e.g. tenants in towers and neighborhood residents make coffee shops and other local shops viable. OC Transpo has worked with independent coffee shops inside some other transit stations.

Queensway/Pinecrest Station Secondary Plan (includes QTN neighborhood)

- Planning process, started in 2018, was put on hold to prepare the draft Official Plan. The planning process will start again. It was take into account the new Official Plan; final draft and adoption will follow adoption of the Official Plan.
- There will be community consultation. In response to questions, the City stated there could be a stakeholder group that includes both business interests and community residents, as part of the planning process.
- City encourages developers to contact the community.
- Might consider using pre-consultation pilot project for this area. That is used in some areas – not yet in Bay Ward. Encourages early discussion between developers and residents.
- Advice to the community: develop a vision of what the community would like to see for QD and make it widely known that the community wants to be involved in decisions for this area. Use contact with Planning Committee, City Council, Councillor, Planning Department to help ensure community is included in early planning processes for this area.

Paths for Pedestrians, Bikers, Connections to LRT Station and QD

- City is alert to the need for more pedestrian connections between QTN and QD, especially for Severn and Moncton areas. City is actively looking for options that could allow for pedestrian and bike paths to provide better access to transit station and QD businesses.
- City will also be looking for connectivity in development proposals for the south side of QD.
- Current road between bus depot and freeway, built for LRT construction, will become a pedestrian/bike path to connect Connaught with the Queensview LRT station.
- Question asked about possible path on other side of bus depot, between residences and bus depot to be more safe. No answer but City is looking at all options for connectivity.
- Winter maintenance of paths was raised. The City will maintain the new path along the bus depot for winter use. Discussions underway with NCC about winter maintenance of NCC paths.

Road Access between QD and Connaught

- City planning does not think it will be necessary to open road access between QD and Connaught. Traffic studies will be done, but do not anticipate opening road access.
- QD is wide enough to accommodate autos, bikes, and pedestrians. Want to discourage auto traffic and encourage active transportation in the development of QD. Want to see it develop as a complete street, with designated bike lanes and friendly, safe pedestrian walkways.

Noise Mitigation

- Noise barriers for highway are provincial responsibility. Since QD was light industrial, province did not provide noise barrier in earlier stages of highway. If and when there is

reconstruction on the highway, the City would push for province to include noise barrier for highway.

- In response to questions about building form and noise mitigation, City planning will look for ways that building forms could help mitigate noise levels. Design of buildings on the south side of QD could include noise mitigation in design.
- New developments along Ogilvie Road with buffer for neighborhood are similar to what might happen along QD.

Redevelopment within QTN

- QTN falls in inner urban transect. Transects allow more differentiation than old OP. Policies for redevelopment are related to age of area, e.g. QTN developed in 1960's.
- Regeneration policies in draft OP will apply to QTN.
- Continue to fine tune rules for in-fill housing, e.g. new rules about front yard landscaping,
- Encourage a greater diversity in the mix of housing types in QTN to help keep it affordable.
- City does not have a wide tool-box to encourage affordable housing; will use inclusionary zoning close to LRT stations to increase more affordable units.

Parking along Moncton

- Concerns about parking by LRT users on residential streets were raised. This is issue that City will address when LRT opens. There are ways to discourage parking on residential streets. Tools also restrict parking for residents and visitors.
- Goal is that people take bus, bike, or walk to Queensview Station, not drive and park nearby. There are park-and-rides at other stations. Queensview Station is designed for local residents, not as a park-and-ride station.
- City has processes for dealing with parking issues, e.g. a petition signed by 66% of residents on a street can lead to restricted parking, but those restrictions apply to residents and visitors as well.
- Comparable situation happened near Tunney's Pasture Station. City used parking restrictions to prevent parking on nearby residential streets. City will work with residents to prevent residential streets from being used for parking by transit users outside of our area.

Bus Depot Relocation

- Relocation of the bus depot and use of the land for other purposes is on the table, but only for long-term future. Not soon. No specific plans right now. OC Transpo plans to use the depot for several years yet, but it could be relocated when there is a good business case to do so, either because of changing Transpo needs or potential higher uses for a valuable property.
- There would be a long planning process before any change of use. The community would have opportunity for input into any plans before any decisions were made. Plan would be considered by Planning Committee and City Council, with required public hearings, etc. The City can determine future use by zoning before any sale and putting conditions on the sale.
- Another option is retain the site and use for City-owned public facility.

- Recreation center for city wide use close to a transit station is an option preferred by Councillor Kavanaugh, because there is a shortage of recreation facilities in this area of the city.
- If part of the site was used for affordable housing, it would not necessarily be towers; it could be family-oriented town-houses, perhaps with a recreation center, since the site is large.
- QTN will be engaged in any planning process for this site; QTN suggestions can be submitted to the City through the Councillor, John Manconi, or Steve Willis.

Parks, Dog Park, etc

- A new City Master Parks plan will be developed in 2021. QTN is advised to participate in that process to address park needs and issues like the desire to have a dog park to replace the earlier informal dog park in Connaught park.