

QTN COMMUNITY ASSOCIATION

QUEENSWAY TERRACE NORTH COMMUNITY ASSOCIATION

January 13, 2021

Natalie Persaud
Planner II
City of Ottawa
110 Laurier Ave, Ottawa, K1P 1J1

Dear Natalie,

The board and planning committee of the Queensway Terrace North Community Association (QTN) remain concerned about plans for the future of the Lincoln Fields area on the north side of our neighborhood. Many residents participated in the summer survey hosted by Britannia Community Association and attended earlier public meetings hosted by Riocan and the City; we raised issues in a submission to the City planning committee when it considered Riocan's interim proposal for Lincoln Field mall; and we published an article in the Ottawa Citizen calling for a more comprehensive and integrated approach to planning for this critical area in our part of the city. Consistent with all these interventions, we agree with other neighborhood associations about a number of priorities for the upcoming secondary planning exercise. These include the following:

Connectivity

Pedestrian and bike paths that make it easy for residents to access both the Lincoln Fields station and the commercial services in the mall area are a high priority. Urgent attention is needed to develop integrated, safe infrastructure that links the various destinations and enhances the ability of residents to navigate easily between them and across Carling and Richmond Road to recreation areas in the river valley. These should be in place when the station opens, not years later, and also guide private sector redevelopment in this area.

Carling Avenue and Richmond Road

We appreciate that the draft Official Plan designates both streets as Main Streets. QTN residents give high priority to improvements for safe crossings of Carling Avenue at Alpine Avenue, Croydon Avenue, and Connaught Avenue; pedestrian



QUEENSWAY TERRACE NORTH
OTTAWA, ON



QTN.CA



QTNCOMMUNITY@GMAIL.COM

QTN COMMUNITY ASSOCIATION

QUEENSWAY TERRACE NORTH COMMUNITY ASSOCIATION

safety at the intersection of Carling and Richmond Road; and safe, public access to and across Richmond Road.

In addition to safe crossings, residents in QTN repeatedly name that walking along Carling is treacherous and unfriendly in all seasons, but especially during winter and rain storms. Sidewalk improvements, which would facilitate access to OC Transpo and commercial businesses by residents of QTN, should be a high priority for early implementation to ensure they are in place when the station opens.

Design Requirements for Redevelopment

We accept that there will be increased density in the proposed hub and the Protected Major Transit Station Area (PMTSA) adjacent to the new Lincoln Fields Station. We also understand the need for more affordable housing and the intent to use inclusionary zoning to achieve that. As much as focusing on the density itself, we ask the City to be more proactive in setting out urban design requirements that will integrate proposed higher density towers with more green space in this area, attractive streets and public spaces, and amenities that serve both residents in the towers and neighborhoods.

We are concerned that the delays in the secondary planning process, to be completed after the as-of-right provisions for developers in the new draft Official Plan are adopted, will mean that the secondary plan will be primarily reactive. It will only be able to mitigate the worst negative impacts of fixed provisions in the Official Plan, instead of seizing the opportunity to set out a well-developed plan for what could be a long-term asset and new regional center of interest for both local residents and the City as a whole.

As expressed in the letter from neighbouring community associations, we agree that preventing canyon effects and requiring towers to be located in ways that protect the streetscape are important. Other critical priorities are the inclusion of more green space and requiring developers to consider both the needs of neighboring residents and the market for potential residential and commercial tenants.

So far, QTN residents express a sense that the planning process has been weighted in favour of large owners and driving the LRT tracks through this area, without an integrated approach and disregarding local impacts for our neighbourhood. This is evidenced in approval of the auto-oriented plans for Lincoln Fields mall, lack of



QUEENSWAY TERRACE NORTH
OTTAWA, ON



QTN.CA



QTNCOMMUNITY@GMAIL.COM

QTN COMMUNITY ASSOCIATION

QUEENSWAY TERRACE NORTH COMMUNITY ASSOCIATION

attention to connections with the station, and piece-meal intensification projects within the surrounding neighborhoods. We remain concerned that the secondary plan will be largely “decoration” unless substantive changes are made now to refine the draft Official Plan with regard to hubs, PMTSA, and the inner urban transect, to give more weight to community priorities in both the area planning process and the process for reviewing and approving specific development proposals in this area.

Our past experience with this planning process leaves many skeptical about the commitment of the City to provide leadership in integrated planning, rather than just using the secondary plan to be able to collect development fees to pay for delayed public infrastructure. Given the pace of intensification, we are concerned that there will be a significant number of redevelopment plans approved before the secondary plan study is completed and adopted in Winter, 2022.

The redevelopment of this area is too important for the piece-meal and haphazard approach of the past. We would suggest strengthening the current terms of reference and the timelines to indicate that the City is serious about a proactive, integrated and sophisticated approach to urban planning.

Sincerely,

Kathy Vandergrift, Chair of the Planning Committee

Queensway Terrace North Community Association

kathyvandergrift@rogers.com; 613-820-0272



QUEENSWAY TERRACE NORTH
OTTAWA, ON



QTN.CA



QTNCOMMUNITY@GMAIL.COM