

1. Preliminary statement on QTN neighbourhood character

The distinguishing features of Queensway Terrace North are diverse and ‘homey’ one-or-two level post-WWII houses with mature trees on canopied streets. The mixed neighbourhood, from a socio-economic perspective, integrates a healthy ratio of owners to renters, with well-maintained properties and a reputation for neighborly relationships.

QTN dwellers enjoy a rich natural habitat and make use of outdoor spaces and close-by recreation facilities. They walk, bike, or drive to essential services, all located within a reasonable radius (3km), and they have relatively easy access to public transit. Housing costs remain somewhat affordable, allowing new families to start, and successive generations to stay.

QTN is a neighbourhood in transition from suburban to urban. This includes some growing pains, such as high traffic and sound pollution during peak hours, densification (e.g. infills) and urbanization (e.g. sidewalks). Residents recognize that there will be substantial change as a result of LRT Phase II and population growth in Ottawa. They want city policies to guide those changes in a way that enhances the essential elements of what makes QTN an attractive neighborhood.

2. Preliminary list of issues for future of residential area of QTN to be considered in the Queensview/Pinecrest LRT Planning Study

Green Spaces

- Loss of mature trees and tree cover in residential areas
- Loss of green front yards with in-fill housing projects
- Consider policies that will require more green space in front yards and prevent front yards from becoming parking lots when 4 or more units replace one home
- Consider policy options to preserve mature trees beyond the protection provided by the City tree by-law and to replace trees when they must be removed.
- Options to protect trees in Frank Ryan Park and Elmhurst Woods – there is concern that development pressures may lead to encroachment on these important green spaces
- Much of Connaught Park will be lost to the LRT construction, Phase II. Recent residential developments on Alpine Avenue and Elmhurst Street already reduced the size of Elmhurst Forest and every infill development will further reduce green spaces.
- Parks & wooded areas need continued maintenance for access by residents/visitors (green spaces are not only to be looked at, they are to be immersed in)

Walking/Biking/Paths/Connectivity/Sidewalks

- Reasonable access to LRT stations from all parts of QTN by foot and bike
- Lack of sidewalks on narrow streets with increasing traffic volume and speed; some residents want sidewalks and some do not; further discussion needed.
- Improve connections between some paths and desired destinations for both cyclists and pedestrians.
- Options for a multi-use path into Frank Ryan Park from Clarendon and Neville
- Desire for easy access to amenities such as coffee shop, convenience store, etc. by walking and biking
- Navigating streets and paths with strollers (children) and walkers (persons with disabilities, seniors)
- Find a satisfactory resolution between desire for access to LRT from Moncton and legitimate concerns of condo owners about safety, security, and privacy with regard to the proposed path through their property
- Walkways near Francophone Service Center/old Grant School need further discussion with residents in the area, as project is completed; some favour open paths to access buses; some fear impacts of open paths (negative experiences when building was vacant)
- Access to and egress from the pathways along Pinecrest Creek from the overpass at Carling Avenue to the Queensway should be maintained year around. This might require some coordination between the NCC and the City.

In-fill Housing

- Recent in-fill does not respect/fit with character of QTN; growing number of signatories in opposition to recent proposals to replace single homes with up-to-eight units, leaving little green space.
- Increased on-street parking as result of number of units on sites – some AirBnB
- Variances allowed without consideration of cumulative impacts
- Concern some recent units may be turned into rooming houses – want policies to prevent that
- Guidelines to prevent overbuild of eight units on sites where there was one house.
- Guidelines to ensure design of infill fits with character of QTN
- Additional dense housing capacity close to high quality and expensive transit nodes supports utilization of our investment in transit and limits need for property tax increases. We should have guidelines to encourage renewal and densification that also include reasonable limits and consideration of cumulative impact on infrastructure.

Traffic

- Speed of traffic on neighborhood streets
- Safety crossing Carling Street at Alpine and turning onto Carling, especially in rush hours
- Safety at intersection of Pinecrest and Harwood – for pedestrians and vehicles
- Safety at intersection of Pinecrest and Kelly
- Very high noise levels for residents on south side of QTN from Queensway and Bus Barn traffic; consider noise attenuation when highway 417 is upgraded

Community Facilities/Services

- Replace or upgrade field house in park to be multi-use community center
- Lack of meeting places for community gatherings and social functions
- Desire for easy walking access to coffee shop and convenience services
- Public transit option within QTN for persons with limited mobility who cannot walk to bus stops on Carling or future LRT stations

Future Development: Issues and Ideas for Consideration

- Positive and negative impacts of LRT Phase II
- Potential impact of Lincoln Fields redevelopment
- Impacts of redevelopment on Queensview; some support mixed residential/commercial development; some are concerned about impacts of over-development as result of LRT; more discussion needed on options/height
- Desire for more pedestrian-oriented retail on Carling Avenue
- Consider options for Pinecrest Street, such as complete street/main street
- Consider moving bus barn and redevelop that site for housing close to LRT station – would also reduce noise issue for residents in south side of QTN
- Plan for sustainability, take climate change into account, be forward-looking
- Explore options to include energy conservation/other services in LRT plans, as is done in European cities – develop QTN as community for the future.