

As We Heard It Report

Lincoln Fields Station Area Secondary Plan Study

December 2020 to December 2021

Study Lead

Natalie Persaud, *MCIP RPP*

Planner II

Community Planning Unit

Planning, Infrastructure and Economic Development Department

Natalie.Persaud@ottawa.ca

613-580-2424 x. 12681

Background

In December 2019, the City of Ottawa Planning, Infrastructure, and Economic Development Department launched a study to create a Secondary Plan for the Lincoln Fields Station Area. The driver for this study is the development of a new Light Rail Transit (LRT) station as well as the anticipated change to development in the area surrounding the new station.

The City welcomed local residents, businesses, community associations, and representatives from other city departments including the LRT Stage 2 office to share information in their areas of expertise related to the Lincoln Fields Community. The purpose of the open house was to launch the study, share what Staff know about existing conditions in the community and get a pulse check from the community on their priorities and interests for the study.

The Open House was held on December 11, 2019 at the Ron Kolbus Lakeside Centre, located at 102 Greenview Avenue. It was promoted through local community associations, the study website, and the Ward 7 Councillor's Office.

Related Studies

In addition to this study, at the time of the launch, the City was undertaking a review of its Official Plan. The draft was released for public comment on November 20, 2020.

Also, prior to the public open house, Masters students from the School of Urban Planning at Queen's University undertook a review of the study area and made recommendations for the secondary plan based on the City's new Official Plan objectives and their observations. The City has a long standing arrangement with Queen's University to support student education by allowing them to hone their skills in the field of land use planning through participation in an active project. Staff received the student report in January 2020. The work is not received as professional opinion.

What We Have Heard

The following is a summary of comments that have been received over the past year and the City continues to welcome comments through the remainder of the study. Additional public information sessions will be held in 2021. The forum for these sessions will depend on the public health guidelines as they relate to COVID-19.

These comments were received through comment sheets, notes on table sized maps, and comment boards. Comments have also been received via email to the lead Planner. The department also received a summary of results from a survey undertaken by the Britannia Village Community Association (BVCA). These have been incorporated into this report, however, the community association should be contacted if there is interest in the specific outcome of the survey.

The main points of interest received include:

- Mobility
- Land Use
- Urban Design and Greenspace
- Infrastructure
- Stage 2 Light Rail Transit (LRT)
- General Interests

Mobility and Connectivity

- Carling Avenue is too wide, fast, and busy. It is a major barrier to station access for communities south of Carling Avenue
- Pedestrian crossings need to consider the width of the road and signals need to provide sufficient time to cross the road
- Pedestrian environment needs to improvement. Wider sidewalks would be welcome
- Cycling infrastructure and opportunities need to improve including connectivity through the paths and providing bike lanes on Carling Avenue
- It also needs to be remembered that not everyone on the MUP wants to get to the LRT. Ensure cyclists can easily and safely continue past the station.
- Better winter maintenance
- Concern for the probable increase in car traffic as a result of proposed development through Carling-Richmond corridor
- The intersection of Sir John A. Macdonald Parkway at Carling Avenue is problematic
- There are conflicts between pedestrians and vehicles entering the shopping centre. Needs better separation
- Safety concern crossing Croydon and Richmond Road, particularly on the east side at night. Pedestrians are not easily visible
- Ensure connectivity to Britannia Community
- Eliminate slip lanes and right hooks
- Woodpark community needs sidewalks and good connection to the LRT station

Land Uses:

- More retail is needed. Community lost a significant amount of services and retail
- Ensure Lincoln Fields shopping centre is mixed use and not a housing complex
- Encourage offices and employment given proximity to the LRT
- Encourage more mixed-use development

- Significant redevelopment is planned for or underway throughout the Carling and Richmond corridor which will have impact on existing developments through this area
- Need for community facilities like a recreation centre

Urban Design and Greenspaces:

- Make community a vibrant active place
- Intensification is a concern
- Concerns for impact on privacy from new development
- Concern for potential loss of greenspace. More public greenspaces and trees are needed
- The loss of trees in the community has been disappointing
- New developments should mitigate noise as much as possible
- Pathways provide a connection to stations. Unfortunately they are unlit and therefore unsafe
- Richmond Road from Carling to the Parkway should be designated as a traditional mainstreet to encourage small scale pedestrian friendly environment.
- Mid-rise development appropriate on southwest side of Edgeworth Avenue. These lots are large and only used for single units
- Ensure car/parking requirements are minimal. Current developments are providing an excessive amount of parking
- Improve tree replacement strategy. Two for 1, 10cm or greater is inadequate
- When reforesting, consider more female trees. Too many male trees cause pollen and allergy problem
- Ensure consideration for accessibility in design. There is a large aging population in the community
- Open Pinecrest creek

Infrastructure:

- Drainage is a concern along the Sir John A. Macdonald Parkway
- Flood-prone areas need to be improved
- Mitigate risk of flooding with new development including LRT construction
- Infrastructure needs to be in place to support intensification

Stage 2 Light Rail Transit and Station Operations

- Concerns for noise from construction, buses at night, and the trains
- Keep buses on Carling Avenue instead of turning into the station
- Ensure seating like benches at the station
- Planned rail is great, however, existing system is already collapsing

- What will noise and visual presence of train tracks, particularly flyover Pinecrest Creek be like?
- Overpass over creek will be an eyesore for folks living on Connaught Avenue
- Ensure adequate washroom facilities at LRT stations
- Will time schedules be available?
- Ensure security at stations. A caution to pushers
- Will costs be reduced for users?
- Do not allow buses at LRT station to idle in the layby area
- Ensure secure bike parking facilities

General:

- Study boundary is an example of Gerrymandering and is unjustified. Why include Woodpark neighbourhood and not others nearby?
- Study needs to be coordinated with other city departments, external agencies, and private developments.
- Lincoln Fields Secondary Plan, the designated boundaries, will have an impact on the surrounding areas. Consider interconnectedness.
- Study area is too small. It does include communities who will walk and bike to services and amenities in the area.

Vision Statement Exercise

The Open House included an area where participants could contribute ideas to the creation of a vision statement for the study. The following comments were received.

- Connect Lincoln fields development with LRT station with pedestrian overpass and ensure safety
- Need Coffee Shops
- Less Traffic. Ensure new developments don't increase cars
- Four lanes on all of Greenbank Road
- Keep high intensity development within the Lincoln Fields boundaries
- Connect LRT to the shopping mall. Walking conditions on Carling is dangerous.
- Elderly persons need access to Lincoln fields station. Crossing Parkway is challenging.
- Make area accessible, especially consider winter maintenance
- More sidewalks
- Buffer pedestrians along Carling
- Prioritize sustainable modes of transportation like walking and biking. Reduce car dependency
- Senior friendly
- More separated bike paths

- More retail shops, particularly boutique style like Westboro
- Honesty from all stakeholders
- Affordable Housing
- More lanes on Carling Avenue
- Road diet for Carling
- Rail transit to Barrhaven and Kanata
- Eliminate the sea of parking lot
- Increase walkability to shops, schools, and social places
- Design MUPs for continuity in consideration that cyclists and others are not simply destined for the station.
- More Trees
- Scaled for people not cars
- At grade crossing to Lincoln Fields LRT
- Way more connections between streets to facilitate active transportation
- More frequent buses
- Enhance connectivity from Britannia neighbourhood to the station
- Community Centre is needed with athletic facilities like pool and domed field
- Traffic study needed for SJAM. Intersection at Carling is unsafe and congested.
- Pathway reopened from pinewood to Richmond road
- Bus at Old Forge CC
- Engage indigenous community for placemaking
- Green travel and accessibility
- Carling/Richmond serve the community. They should not be treated like highways from one end of the City to the other
- Gateway feature at junction of Carling and Richmond
- Facilitate community connections
- Free pinecrest creek and naturalize the surrounding areas
- Richmond between SJAM and Carling as Traditional Mainstreet
- No sloped driveways
- All cycling infrastructure should be separated
- Cannabis dispensary
- High density development with offices and employment to support economic development
- Lincoln Fields redevelopment – Mixed Use (Res., Retail, Office)
- Accessible transportation
- Do not displace neighbourhood streets to large bulky, development
- More trees on NCC lands
- Reduce Edgeworth Avenue traffic.
- Include more lighting

- Connect the neighbourhoods with MUPs not roads
- XC Ski trail
- Reduce wait times to cross carling and make walk sign on by default. No 'beg' buttons

Britannia Village Survey Comments

On October 13, 2020 Staff received the results of a survey conducted by the Britannia Village Community Association (BVCA) to determine what the communities in the Lincoln Fields Area would like to see the area become. The survey was created by the BVCA in collaboration with other local community associations.

According to the results received, Staff learned the following:

- That grocery and retail services are highly accessed uses along with recreation areas like Britannia Park and the Ron Kolbus Center.
- A significant number of respondents use a car as their primary mode of transport compared to those who bike or use public transit. Walking is also a top choice and it is highly expected that walkability in the community be improved.
- The intersection of Richmond Road and Carling Avenue was indicated as being unsafe for pedestrians along with the pedestrian crossover on Carling Avenue at the Lincoln Fields BRT station.
- Redevelopment of the Lincoln Fields Shopping Centre should include pedestrian connectivity to the LRT station, which includes recognition for the safety concerns of crossing the Sir John A. Macdonald Parkway.
- Cycling infrastructure was indicated as a priority that include improvements to connections throughout the area, not simply to serve the station.
- Intensification is favourable with a strong interest in ensuring mixed use developments.
- Richmond Road and Croydon Road should be treated as mainstreets. Staff interpret this to mean narrow right-of-ways with mid-scale mixed-use development that is pedestrian and cycle oriented.
- Respondents provided interests in building design where tall buildings should be featured on one side of a street and have longer setbacks from a road compared to low-mid height. Tall buildings should also not be located on major roads.

For more details on this survey, contact the Britannia Village Community Association.

Next Steps

Over the past year, City Staff took pause on this study to focus on the new Official Plan in order to set the foundation that the Secondary Plan would be built on. With the completion and release of the draft Official Plan, this secondary plan study will continue. Staff will consider the input received to date from this Open House and other comments

provided. We will continue to engage stakeholders through focused conversations on the priorities for the area and will report back to the public in Spring 2021.

To stay informed, join the mailing list found on the study webpage.