



As We Heard It Report

Pinecrest-Queensview Stations Area Planning Study

SUMMER 2018

**Community Planning Unit
Planning, Infrastructure and Economic Development Department**

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Background

The City of Ottawa has initiated a land use planning study for the area around the future Pinecrest and Queensview Light Rail Transit (LRT) stations. The purpose of this study is to develop policies that will guide the evolution of lands around these future LRT stations.

The City invited landowners, residents, businesses, and community groups to attend a community input session for the Pinecrest-Queensview Stations Area Planning Study. City staff promoted the community input sessions by the following methods:

- invitations mailed to landowners within the planning study area
- buckslips delivered to a wide radius around the planning study area to reach landowners, tenants, and businesses
- emails sent to the four community associations in the surrounding area
- information posted on the project's website at Ottawa.ca/pqps and on the City's list of public engagements at <https://ottawa.ca/en/city-hall/public-engagement/public-engagement-event-search>

Over eighty participants attended the community session on Thursday, **June 14, 2018** at the All Saints Lutheran Church (1061 Pinecrest Rd.). The community input session introduced the planning study to the community and sought input on existing conditions and ideas for positive change in the area around the future LRT stations. Participants had the opportunity to ask staff about the planning study and provide their input on ideas sheets, comment sheets and on table-sized maps of the study area. Staff also invited participants to provide additional input by emailing the lead planner at Christine.Ono@ottawa.ca.

The City also hosted a Planning Primer with eight participants in attendance on Tuesday **May 29, 2018** at the Foster Farm Community Centre. At the Planning Primer, City staff introduced the land use planning process and provided a basic overview of supporting provincial legislation, official plans and zoning.

Purpose

The purpose of this document is to report back to landowners, residents, businesses and community groups on the issues and ideas raised during and following the community input session. The comments received will inform subsequent directions for the Pinecrest-Queensview Stations Area Planning Study.

If you have additional comments that you would like to raise during the Planning Study, please contact Christine Ono at Christine.ono@ottawa.ca or by phone at 613-580-2424 ext. 16802.

What We Heard

Written comments were provided through emails, ideas sheets, comment sheets and suggestions written on table-sized maps of the study area. The majority of the comments received fall within five broad themes:

1. Mobility
2. Land uses and built form
3. Public realm and safety
4. Study area boundary
5. Other

The written comments received to date have been categorized by theme and listed below. Many of the comments were recommendations to make it safer and easier to walk or cycle to the future LRT stations. Some recognized the need for a better mix of land uses and beautification in the study area, particularly along Baxter Road. A few suggested expanding the study area boundary.

Mobility

Access to Queensview Station

- The path from Moncton Road is a critical link
- Queensway Terrace North requires as many direct connections as possible. Its road system is a mid-century circuitous design intended for vehicles. More direct access through crescents will help pedestrian/cycling access



Private path from Moncton Road

- Please find another path besides Moncton Road. The increased traffic will be disturbing 56 condo units who already have over 300 people passing by already. The noise, vandalism, garbage and increased traffic that is already there will increase 10 fold



Intersection of Roman and Connaught

- Access to Queensview Station is really limited from Queensway Terrace North (QTN). Access via Roman is not direct for most QTN residents, meaning that one of the communities most impacted by LRT development is cut off from access. This really needs a solution.
- Provide east-west paths on the north and south ends of the Pinecrest depot lands to improve access to Queensview station



South end of bus depot

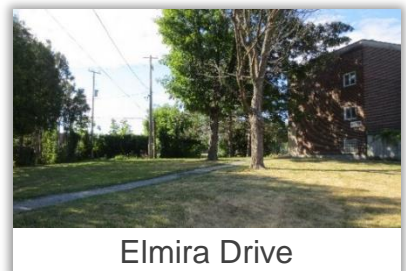


North end of bus depot

- Create a path through a property on Severn Avenue to connect to Queensview Drive to the south
- Create footpath from Parkway Park along Queensway and along West End Villa nursing home to the commercial property (FunHaven)
- Add footpath from Community Social Housing on Elmira Avenue (near Cobden) along either the property line of Joan of Arc Academy School or the commercial property (by the Richardson shoe store)
- Create a footpath from Elmira Avenue to the future bridge to Queensview station
- A connection between the Ikea mall and a proposed station should be made via OC Transpo so that customers of the mall can take their purchase with them.



Parkway Park



Elmira Drive

- Create sidewalk on the east side of Connaught Avenue
- Create sidewalks on Southwood Drive



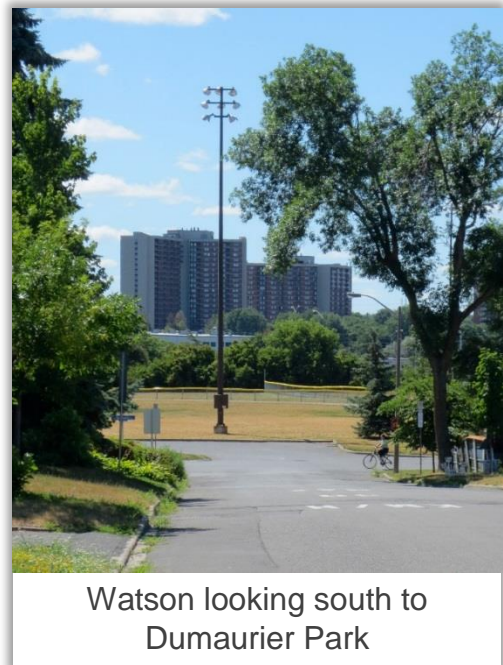
Southwood Drive



Connaught Avenue

Access to Pinecrest Station

- Pinecrest Station not only serves Foster Farm but also the surrounding residential communities to the North and West. These older neighbourhoods also struggle with similar connectivity issues as Queensway Terrace North albeit likely have easier solutions. There are some sidewalks but several missing connections as residential developments, both freehold and condo/strata cut off direct points of access to transit and reducing the size of the catch-basin. I would recommend starting with a walking study from within the Fairfield Heights neighbourhood to begin to understand this.
- Pedestrian path in north/south direction to Pinecrest Station (off main road)
- Better pedestrian access to Pinecrest Station – a pedestrian walkway. Direct and efficient pedestrian access
- If a direct north/south connection can be established (perhaps an extension of the existing grid at Watson or Farrell Street), the catch-basin for the station will likely extend north of Richmond Road where there is plenty high-rise and other community housing establishments. Clear public access from Watson or Farrell to Grenon would also facilitate bringing more people down to the station.
- Walk path from Pinecrest Station to Grenon Avenue.



Watson looking south to Dumaurier Park

- Buses to the LRT stations are needed to connect those on Richmond Road who cannot walk/cycle to the stations



Path from Farrell Street to Grenon Avenue



Path from Dumaurier to Ruth Wildgen Park (through Foster Farm)



Pinecrest Road



Housing on Richmond Road



Path from Foster Farm to Grenon Avenue through Ruth Wildgen Park

Pinecrest Bridge

- Improve pedestrian accessibility and safety on and around the Pinecrest Bridge. The primary issues being the current unsafe nature of crossing the cloverleafs, as well as the walkways being perpetually covered in snow during the winter. The walkways on the bridge are also too narrow. I would consider creating a large dual direction enclosed and covered pedestrian walkway on the west side of the bridge
- City should ensure Pinecrest Bridge sidewalks are cleared in Winter.
- Make the Pinecrest Bridge safer for pedestrians (plowing it in the winter)
- Safe pedestrian routes on Pinecrest over 417. Keep clear in winter. Create safety for pedestrians when crossing cloverleafs
- Right of way for pedestrians crossing the bridge. Currently pedestrians have to be wary of cars entering the highway (both sides of bridge)
- Traffic along Pinecrest is heavy and the cloverleaf crossings are not safe for pedestrians
- The Pinecrest bridge should have bike lanes and sidewalks on both sides



Bike Paths

- There should be an east-west bike path from Pinecrest Creek to Bayshore parallel to the LRT.
- Ensure bike access where the Pinecrest Creek pathway interacts with the LRT alignment
- There is no bike lane on Stanton Road as was shown on the map



Pinecrest Creek Pathway

Traffic and Parking

- Retain Queensview Drive on a dead end with no vehicle traffic into Connaught Avenue.
- No access to Connaught Avenue by traffic flow through from Queensview
- Worried about people parking on Connaught to access Queensview station
- Close bus access to Pinecrest depot from Connaught Avenue



Dead end on Queensview Drive



Pinecrest Depot entrance from Connaught

Land Uses and Built Form

- City should prioritize building affordable housing near the light rail and public transit
- In the planning study, I hope to see provisions for inclusion of a percentage of unit development for community and senior housing in the area to combat negative impacts of gentrification
- Community integration and improvements to Foster Farm would be wonderful to see



Foster Farm

- Add high density residential towers by the east side of Ikea mixed with commercial businesses such as grocery stores at the bottom level of the highrise
- Baxter Road dynamics should change. Sidewalks, lights, traffic calming and commercial activity such as restaurants should be fostered.
- Baxter Road beautification/mixed commercial – if Baxter bridge goes ahead, the road should be adjusted to encourage light retail, such as restaurants, cafes convenience stores, etc.



Baxter Road

- New zoning framework to include transition zones between areas of high and low density
- With existing community to the north, building height should be carefully considered as shadows will project onto the existing community
- Open to development and intensification to support a more walkable and liveable neighbourhood. Significant turnover is happening in this area now
- The framework should promote alternate modes of transportation, with mix-use buildings that engage the street with wide sidewalks and separated bicycle lanes
- The City is destroying the look of our community. Need to stop building semi-detached

Public Realm and Safety

- Put an emergency booth along walkway to Pinecrest Station from Foster Farm/Barwell area. It is an isolated path that needs to be safer at night.
- Walk behind Dumaurier Plaza is scary! Walk past St. Remi Parish and Abraar School needs lighting!
- Safety lighting on all pedestrian/cycling transit
- If you want pedestrians to use the LRT in winter, the sidewalks must be better maintained.
- Add sidewalks, traffic calming, lights, trees along Baxter Road
- Add street lights along Baxter Road. Add street lights along footpaths to be developed to ensure security during late hours/in evenings of passengers exiting/entering station at Queensview.
- Baxter Road needs overhaul with sidewalks, lights and better street alignment. Blind corner near entrance to IKEA parking lot (dangerous curve). Many parking lot entrances (Sonny's, Milestones, Scotiabank)
- Sidewalks may help safety in some locations but please consider the woonerf as an alternative. This is a dutch concept that is an environment with shared space and ambiguity results in slower and safer motorists. Both options may be good. Choose carefully!
- Create a crosswalk between the paths on either side of Southwood Drive (just south of Iris Street)
- Cars run the stop sign at the intersection of Iris Street and Southwood Drive



Walkway from Pinecrest Station to Foster Farm



Baxter Road



Path across Southwood connecting Sudbury to Stanton



Intersection of Iris and Southwood

- Please put concrete barrier on 417 along Roman Avenue before someone gets killed (e.g. July 9, 2017 car crash through sound barrier wall)!
- Fenced dog park in National Capital Commission lands (north of Connaught Park near Henley)
- I certainly appreciate the amount of greenspace in the neighbourhood but am not opposed to relocating it to better suit development and pedestrian access to Pinecrest Station and simultaneously improve the streetscape along Pinecrest @Dumaurier Ave. The ball diamonds, though a fantastic municipal asset, are used only by a selective group and cut off access to public transportation that will be moving further away from the existing neighbourhoods it plans to serve.
- Ensure covered bike storage on either side of the bridge connecting Baxter Road to Queensview Station

Study Area Boundary

- The study area boundary should be expanded to include the West End Villa and Pinecrest Terrace community
- The assumption that there will be little impact for the residential area because it is low density now runs counter to the real-life experience of residents and experience of other neighborhoods close to LRT stations in other cities. Already developers are approaching property owners and citing the LRT plans as the rationale why they want to buy properties in this area. It is vitally important that the city, along with current residents, set expectations rather than letting developers and land speculators erode the existing fabric and then convince the city to allow them to do what they want, with large personal profits. They are



West End Villa

not motivated by the long-term well-being of this community. Some who have already bought in this area recently are from Toronto with no vested interest in Ottawa, let alone QTN.

- The assumption that one can devise new plans for the commercial and industrial areas without that also having a significant impact on the residential areas seems naïve and lacks a holistic understanding of urban development. I recognize the prediction of residual impact; I would submit it will be far more than residual impact.
- May I suggest that the city reconsider its decision to assume minimal impact for the residential areas and only focus on the commercial and industrial areas. There is an opportunity to shape and provide guidance for appropriate development in the residential area as well. It is much needed as we struggle with the ad-hoc and inconsistent decisions that are now being made, in the name of intensification, and we anticipate many more of these as developers buy up properties and seek to maximize return because of the LRT. The current zonings and provisions are not well-designed to ensure in-fill housing or intensification that maintains and strengthens the features, such as streetscapes, that make this neighborhood livable and attractive. City planners have agreed with community representatives that the current planning regime is inadequate. Then there are also the more technical factors such as increased traffic on many streets with no sidewalks, volume and speed of traffic, etc. This could be an opportunity to do something positive for a neighborhood that will also experience many of the “costs” of the LRT project.



Construction in Queensway Terrace North

Other

- Please integrate infrastructure within the study area with larger projects (e.g. bike lane ending 300k from station because of a study boundary is a bad user experience)
- Please consider the idea of free public transit as a viable solution to the promotion of public transit use. Please consider speeding up the process and include innovative ideas. Don't be hooked on budget and price. Good ideas tend to be viable in the long run. Please stop the bamby pamby attitude with regards to public transit and OC Transit. Ridership is declining and the price is going up. Not sustainable.

- Refer to the Queensway-Pinecrest Planning Study conducted by the City in the late 1980s/early 1990s
- There's a high volume of public transactions at the Ottawa Police building on Queensview drive
- Will stations be heated during the winter? Will public restrooms be provided?
- Stats not correct for our area. Not just 45 year olds live in Queensway Terrace North Community. Don't forget the baby boomers lived in this area way before the 45 year olds moved in.
- I question the accuracy of deducing from population drop that there is little change in built form of housing in the residential area of QTN. Fewer persons per household can explain a drop in population, even while there is intensification of built housing forms. In QTN there have been many lots where one single dwelling has been replaced by multi-dwelling units with four units in the last few years. That trend has a significant impact for the livability and character of the area. This trend is intensifying and residents are voicing concerns about negative impacts at community meetings and on a facebook page.
- LRT alignment should be underground through the National Capital Commission parcel
- Moving pedestrian bridge to high school more north is counter-productive

Noise

- An area that continues to warrant attention is noise mitigation. Queensway Terrace North is already an area significantly impacted by noise from the Queensway, as well as the bus depot, even before we consider the noise from the light rail. Efforts to mitigate noise, including sound barrier extension on the highway, would help alleviate some of the noise concerns of the community.
- Reduce noise levels through combination of changes to highway, consideration of future of bus depot, and LRT. Noise levels in Queensway Terrace North are high – maybe opportunity to improve
- The noise levels in the residential areas marked as residual impact are very high, due to a combination of noise from the Queensway and the buses going to and from the bus barns. We were told earlier that the noise levels were so high that the LRT would not make an appreciable difference. Can we look at this study as an opportunity to perhaps do something positive about the noise levels, as one benefit for the community? The conjunction of the improvements to the highway, LRT, and the proposed study could provide an opportunity to find creative solutions to reduce the noise levels for residents living in that part of QTN.

- May I suggest consideration of strategies to reduce noise levels be identified as an objective for the outcome of this study? One option that occurred to me might be a higher use for the city-owned land that is now used for the bus barns, given the desire to generate traffic for the LRT, and at the same time reduce the noise levels for the residential area. We were told the bus barns were going to stay, but perhaps that could be reviewed and other options considered, as one way of achieving a greater balance of benefits and costs for the neighborhood.

Next Steps

City Staff will explore the ideas and issues raised during this initial consultation and consider them during the Pinecrest-Queensview Stations Area Planning Study. The information collected to date will be used to refine the study area boundary and inform the development of proposed policy directions. In the next phase of this project, city staff will meet with key stakeholders, undertake supporting studies, and host a public event to present proposed policy principles and directions. The City looks forward to the continued participation of residents, businesses and community groups in the planning study process.

City staff will notify individuals on the project's notification list of all public engagement events and project updates by email. Please email Christine.Ono@ottawa.ca to be added to the notification list.