



A NEW VISION FOR THE LINCOLN FIELDS COMMUNITY

QUEEN'S UNIVERSITY SCHOOL OF URBAN AND REGIONAL PLANNING

A NEW VISION FOR THE LINCOLN FIELDS COMMUNITY

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SURP 824 Project Course

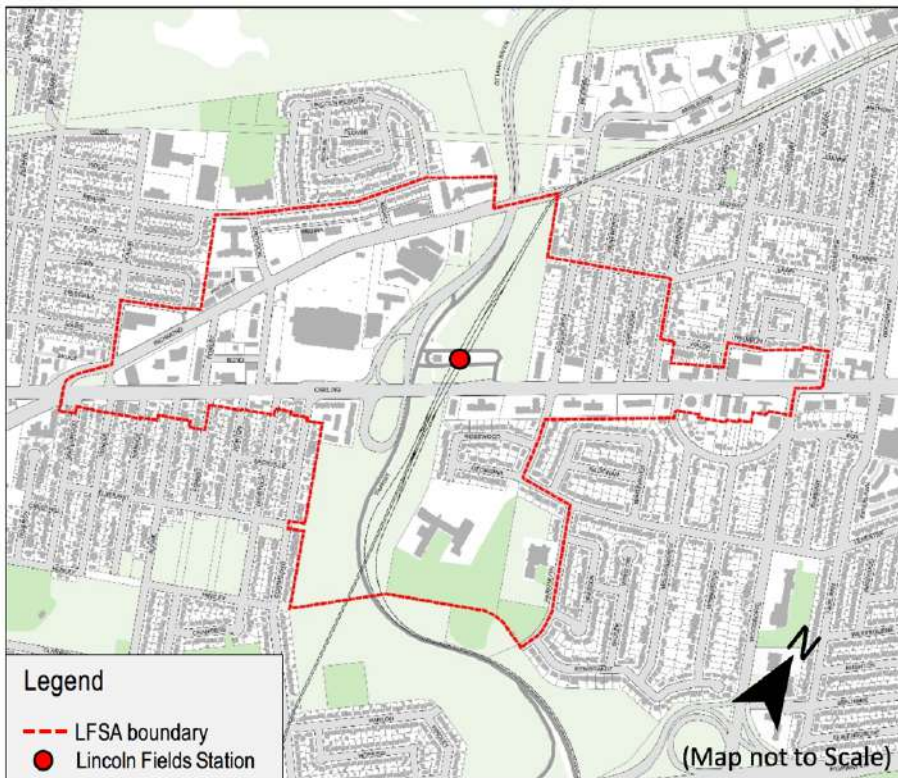
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EXECUTIVE SUMMARY

OBJECTIVE

The City of Ottawa plans to extend their LRT system to the Lincoln Fields community as part of the Confederation Line West Extension program. The conversion of the existing Lincoln Fields BRT Station into a multi-modal hub will stimulate demand for intensification in the area. This proposal outlines a plan for redevelopment of the LFSA to ensure the area becomes a vibrant, livable, transit-oriented community.

The LFSA Plan identifies redevelopment constraints, such as the planned location for the Lincoln Fields Station and LRT track alignment.



VISION

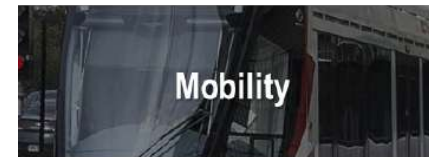
To enrich and support the Lincoln Fields community through transit-oriented development, contemporary urban design, and diverse housing options.

GUIDING PRINCIPLES

The vision and guiding principles of the LFSA Plan are informed by analysis and organized around the “5 Big Moves.” These are five policy directions that will define the new *City of Ottawa Official Plan*. The 5 Big Moves offer a comprehensive, holistic approach that informs the plan. The LFSA Plan adopts these principles to ensure redevelopment aligns with the latest City of Ottawa goals and vision. The guiding principles are as follows:



Create an affordable, compact, sustainable community through appropriate infill and mixed-use intensification



Provide safe, seamless connectivity that prioritizes sustainable transportation



Feature vibrant, sophisticated urban design that enhances the efficiency and experience of Lincoln Fields



Ensure sustainability through the creation and maintenance of green and social infrastructure



Promote the economic revitalization of Lincoln Fields through placemaking, flexible development, and appropriate commercial opportunities

PROJECT OUTLINE

After an initial site visit, existing conditions were further examined, as well as relevant governing policy, real-estate market data, site history. Key stakeholders for this project were interviewed. The team then conducted an extensive review of over 70 precedents to determine best practices for the LFSA. An overview of the LFSA's strengths, weaknesses, opportunities and challenges is shown below:



A design charrette was held, where local experts in transportation, urban design, and land-use planning came together to brainstorm a new vision for the LFSA. These generated ideas kick-started the team's design process.

CONCEPTUAL DESIGNS

To achieve the project vision, the team proposes two design concepts. Both are aligned with relevant policies and guiding principles. Concept 1 retains and mitigates three constraints in the LFSA: access to the Sir John A. Macdonald Parkway, the restricted development on NILM, and the location of Metro and Rexall – current anchor tenants at the Lincoln Fields Shopping Centre. Concept 2 envisions a Lincoln Fields where these constraints are removed, illustrating the benefit of stakeholder collaboration to improve options for redevelopment.



In both design concepts, the location of the Lincoln Fields Station and LRT track alignment, as proposed by OC Transpo, remains unchanged. The current Transitway running through the Sir John A. Macdonald Parkway Corridor will be removed to make way for future light rail track alignment.

Key elements of each concept are as follows:

	BUILT ENVIRONMENT	CONNECTIVITY	PUBLIC REALM
SHARED	<ul style="list-style-type: none"> Transit-oriented development; Consistent street frontage; Tall buildings in appropriate locations 	<ul style="list-style-type: none"> Expanded path network; Complete streets 	<ul style="list-style-type: none"> Expansion and activation of the Parkway Corridor; Community centre
CONCEPT 1	<ul style="list-style-type: none"> Requires larger blocks to achieve density due to NILM restriction 	<ul style="list-style-type: none"> Reduces rather than removing the Parkway; Fewer mid-block connections 	<ul style="list-style-type: none"> More greenspace in redevelopment
CONCEPT 2	<ul style="list-style-type: none"> Smaller blocks; Diverse housing; Development on NILM 	<ul style="list-style-type: none"> Parkway removed; Pedestrian street leading to station 	<ul style="list-style-type: none"> Better quality of space due to removing the Parkway

Key development indicators were generated for both design concepts and compared an 'ideal target' transit-oriented development. The target development values are drawn from prior City of Ottawa TOD studies.

INDICATOR	EXISTING	CONCEPT 1	CONCEPT 2	TARGET
GROSS DENSITY	70	345	373	350
GROSS FSI	0.85	2.86	2.64	2.00
DWELLING UNITS	797	8,617	8,946	8,503
DWELLING UNITS PER HECTARE	15	165	171	163
RESIDENTS	6,509	15,579	16,058	15,257
JOBS	3,288	2,364	3,327	3,814
RESIDENTS/JOBS	1.9	6.6	5.2	4.0
MAXIMUM HEIGHT	21 storeys	26 storeys	26 storeys	26 storeys
PARKING	7,461	5,266	4,786	5,461
SITE AREA (HA)	140	52	52	52
PARKS (HA)	0.92	3.8	3.2	3.5
PARKS INCL. PARKWAY (HA)	14.9	17.8	17.2	17.5

The plan also devotes special attention to the Sir John A. Macdonald Parkway Corridor. This historic NILM was originally intended to provide scenic, leisurely access to downtown Ottawa, prioritizing natural amenity and user experience. To better achieve this vision, Concept 2 proposes ending the Parkway at Richmond Road and renaturalizing the entire corridor within the LFSA, creating an additional 7.5 hectares of unique, remarkable greenspace. This will transform the corridor into an extension of the Ottawa River South Shore. The space will provide green infrastructure, active and passive recreation, and better MUP connections to the station and surrounding environment.



EVALUATING THE CONCEPTS

Both concepts achieve desirable outcomes; however, Concept 2 is preferred. Removing the Parkway creates more greenspace and connectivity; relocation of Metro and Rexall creates more space for diverse housing; and redevelopment on NILM focuses more intensification around the Lincoln Fields LRT Station:

Principle	Evaluation Criteria	Existing	Concept 1	Concept 2
Growth Management	affordable housing	○	●	●
	mix of uses to support daily activities	○	●	●
	sustainable intensification	○	●	●
	transit-supportive densities	○	●	●
Mobility	active transportation infrastructure	○	●	●
	multi-modal connections	○	●	●
	pedestrian-priority street design	○	●	●
	reduced and obscured vehicle parking	○	●	●
	seamless integration of transit modes	○	●	●
Built Form	animation of public space	○	●	●
	activation of street frontage	○	●	●
	creation of landmarks	○	●	●
	consistent street frontage	○	●	●
	human-scale design	○	●	●
	mid-block connections	○	●	●
	mix of building types	○	●	●
Resiliency	daylight Pinecrest Creek	○	●	●
	green infrastructure	○	●	●
	minimized ecological footprint	○	●	●
	naturalization of the Parkway	○	●	●
	social and local community services	○	●	●
Economic Development	appropriate office and retail space	○	●	●
	commercial use in public space	○	●	●
	compact, efficient development	○	●	●
	complete streets encouraging pedestrian retail	○	●	●
	destination placemaking	○	●	●

KEY RECOMMENDATIONS

The LFSA Plan advances the following key recommendations, among others:

- 1.** Remove the Sir John A. Macdonald Parkway between Richmond Road and Carling Avenue and renaturalize Pinecrest Creek
- 2.** Revise the site plan for anchor tenants Metro and Rexall to allow flexibility in location
- 3.** Establish direct MUP connections across the Lincoln Fields Shopping Centre site to the future transit station
- 4.** Negotiate with RioCan to provide new community facilities as part of redevelopment on the Shopping Centre site
- 5.** Create complete streets with cycle tracks, sidewalks, and reduced vehicle lanes on the large Carling Avenue and Richmond Road ROWs
- 6.** Construct a pedestrian colonnade along Carling Avenue from the Shopping Centre site to the future LRT station
- 7.** Remove and replace the proposed bus loop at Lincoln Fields Station through redeveloped street connections
- 8.** Develop an Affordable Housing Strategy to identify City-owned properties for affordable housing and set targets for private landowners
- 9.** Consider appropriate development on NILM closer to the Lincoln Fields LRT Station
- 10.** Encourage a landmark flatiron building at the Carling Avenue and Richmond Road intersection