

Lincoln Fields Secondary Plan

Woodpark Community Meeting

January 18th, 2024



Land Recognition

Ottawa is located on unceded territory of the Anishinabe Algonquin Nation.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia.

Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people.

Ottawa's indigenous community is diverse, representing many nations, languages and customs.

The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

Secondary Plan Overview

- Statutory policy document under the *Planning Act* and part of the City's Official Plan
- Give the City a more direct hand in guiding growth and development for a community that's expected to see significant change (i.e. Lincoln Fields)
- Refines policy direction of the Official Plan at a community level
 - establishes building heights and permitted land uses
 - identifies desired community amenities (e.g. locations for conveyed parkland)
 - directs improvements to the public realm and mobility network (e.g. pathways and cycle tracks)
- Once adopted, the policies will apply to all new development applications in the Plan area

Secondary Plan Overview

- A long-range planning document intended to direct growth and development for a 25-year period.
- Secondary plans establish the high-level rules and long-term vision for development:
 - Part of early planning work, generally prior to development applications.
 - Development applications (zoning by-law amendments and site plan control) will produce studies that determine and refine the details.
 - *ex: traffic studies, landscape plans, wastewater servicing capacity, parkland dedication, urban design and architectural brief, etc.*
- Secondary plans on their own do not initiate or trigger any projects but are implemented as part of private development applications and City investments.
- Lends itself to incremental change, according to market conditions and economic factors.

Purpose of the Plan

- To improve connectivity and access to transit
- To improve active transportation facilities, the public realm, and parks
- To increase the supply and diversity of housing options
- To provide a variety of non-residential amenities for the surrounding communities
- To clarify City expectations and improve the predictability of development outcomes

Challenges facing Woodpark

- Not enough parks
 - Byron Linear Park (staging area for O-Train construction)
 - McEwen Park (staging area for O-Train construction)
 - Pinecrest Creek Greenspace (mostly staging area for O-Train construction)
 - New Orchard Park (small)
 - Woodroffe Park (other side of Woodroffe)
 - Common Ground Community Garden (NCC land)
- Too few sidewalks and cycling facilities
- Stormwater infrastructure limitations (e.g. swales)
- Years of nearby construction
- Proximity to major roadways (Carling, Richmond, Woodroffe, and Kichi Zībī Mikan)

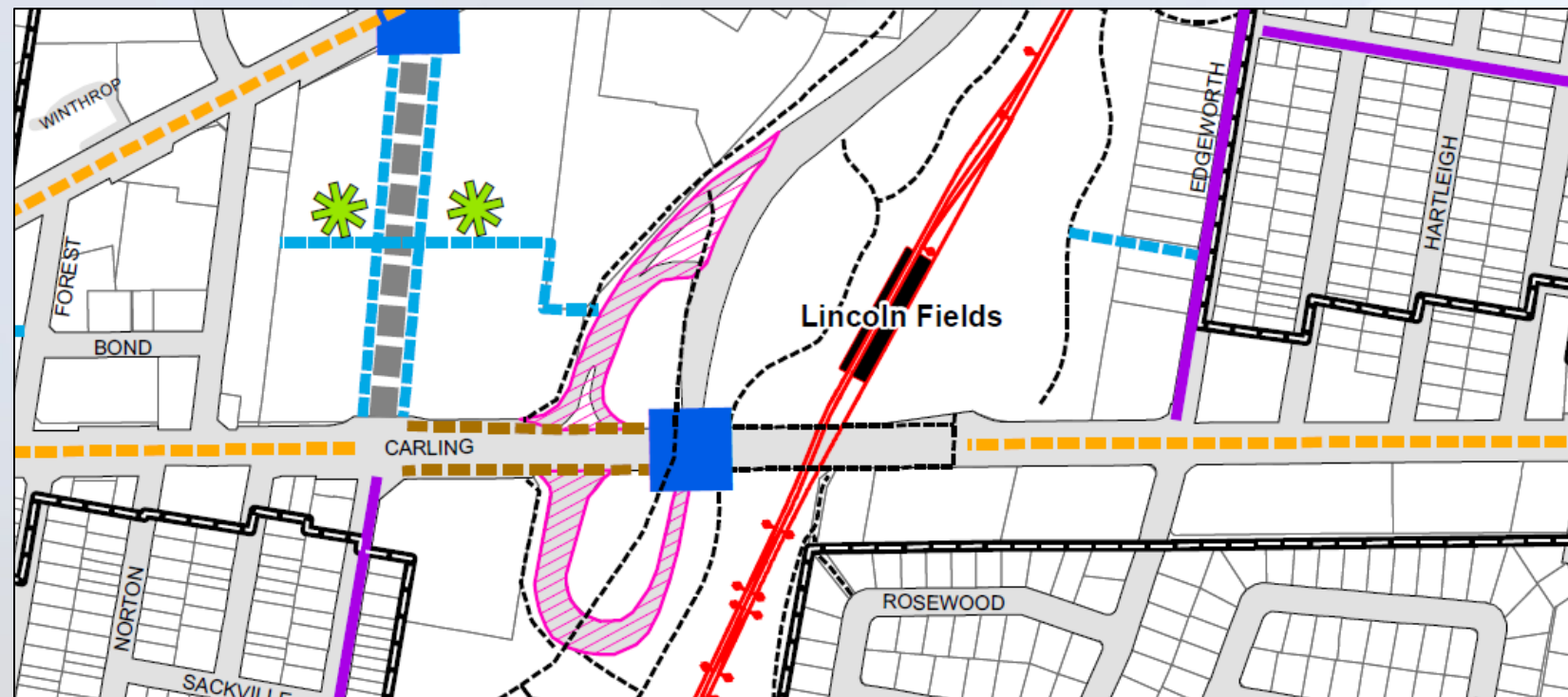
Opportunities for Woodpark

- Access to rapid transit
 - Within a 600-metre radius of New Orchard or Lincoln Fields O-Train Stations
 - Future Rapid Transit along Carling Avenue
- New sidewalks coming as part of Transportation Master Plan
 - Edgeworth
 - Woodland
 - Lawn
- High tree canopy coverage
- New parks to be conveyed to the City from major redevelopments
 - Cash-in-lieu of parkland from smaller redevelopments
- Close proximity to non-residential amenities
- Easy access to major roadways (Carling, Richmond, Woodroffe, and Kichi Zībī Mikan)

New Kichi Zībī Mikan Intersection @ Carling Avenue









Improved pedestrian and cyclist connectivity to O-Train



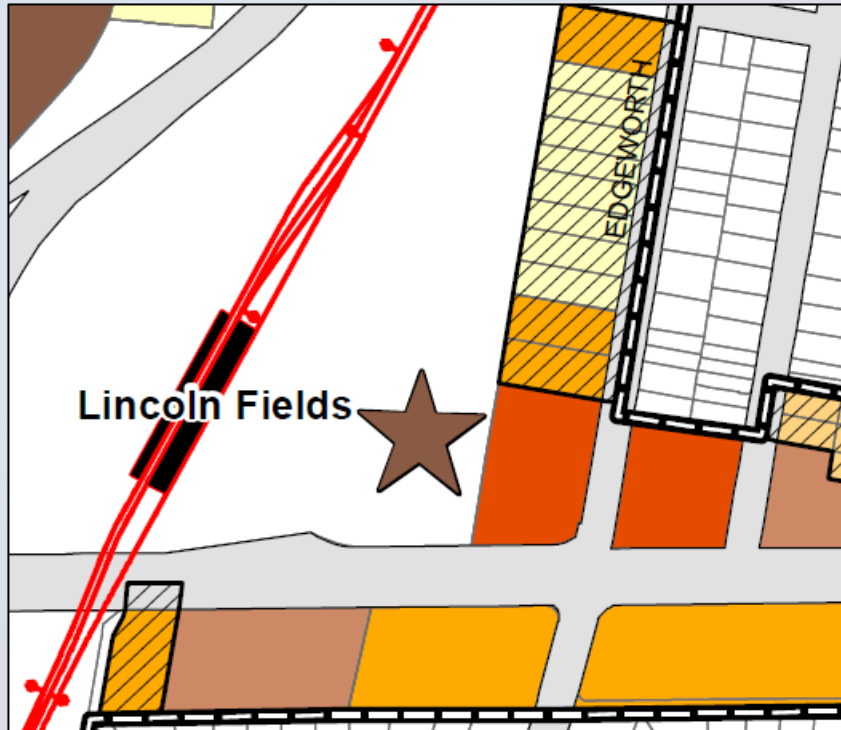
- Existing and realigned active pathways /
Sentiers existants et réaménagés
- Proposed pedestrian project in the Transportation Master Plan /
Projet piétonnier proposé dans le Plan directeur des transports
- Physically separated cycle tracks to be built upon the removal of the
Kichi Zibi Mikan Ramps /
Pistes cyclables séparées physiquement construites après la élimination
des rampes de la Promenade Kichi Zibi Mikan
- Future Cycling Project in the Transportation Master Plan /
Projet de vélo future dans le Plan directeur des transports
- New signalized intersection /
Nouvelle intersection signalisée
- Kichi Zibi Mikan ramps to be removed /
Bretelles de la Promenade Kichi Zibi Mikan à enlever

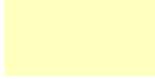






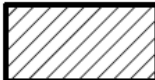
New Development Parcels on NCC Land



	Hub / Carrefour
	Mainstreet Corridor / Couloir de rue principale – avenue Carling Avenue
	Mainstreet Corridor / Couloir de rue principale – rue Richmond Road
	Neighbourhood / Quartier; Neighbourhood / Quartier
	Greenspace / Espace vert
	Future development parcel (size and configuration to be determined) / Parcelle résidentielle future (taille et orientation à définir)

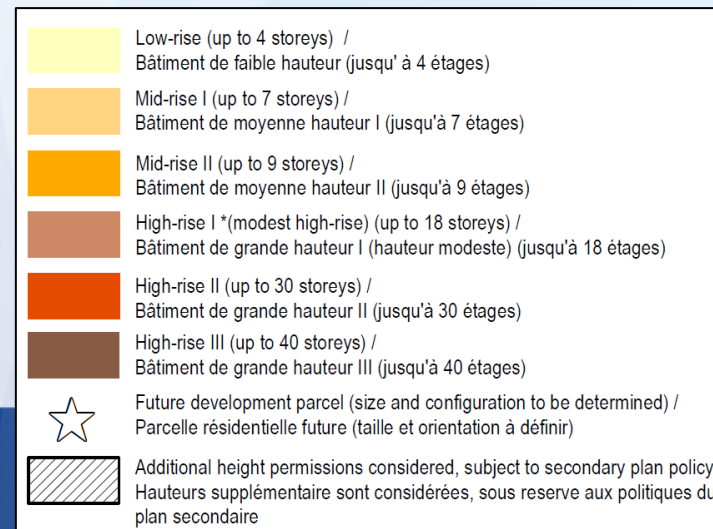
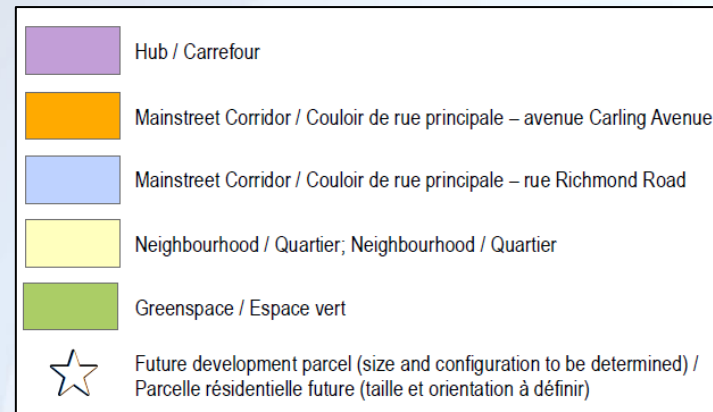
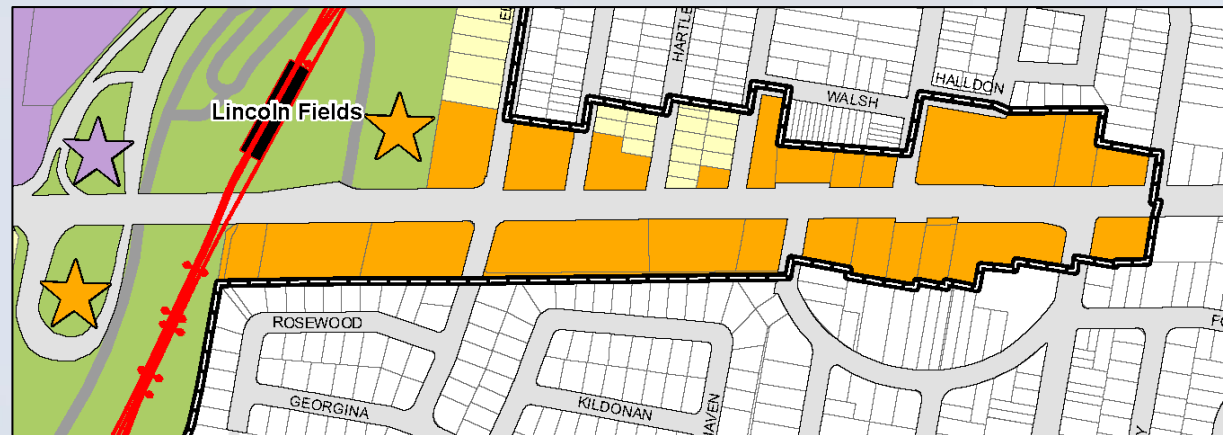
New Development Parcels on NCC Land



	Low-rise (up to 4 storeys) / Bâtiment de faible hauteur (jusqu'à 4 étages)
	Mid-rise I (up to 7 storeys) / Bâtiment de moyenne hauteur I (jusqu'à 7 étages)
	Mid-rise II (up to 9 storeys) / Bâtiment de moyenne hauteur II (jusqu'à 9 étages)
	High-rise I *(modest high-rise) (up to 18 storeys) / Bâtiment de grande hauteur I (hauteur modeste) (jusqu'à 18 étages)
	High-rise II (up to 30 storeys) / Bâtiment de grande hauteur II (jusqu'à 30 étages)
	High-rise III (up to 40 storeys) / Bâtiment de grande hauteur III (jusqu'à 40 étages)
	Future development parcel (size and configuration to be determined) / Parcelle résidentielle future (taille et orientation à définir)
	Additional height permissions considered, subject to secondary plan policy / Hauteurs supplémentaires sont considérées, sous réserve aux politiques du plan secondaire

Mainstreet Corridor

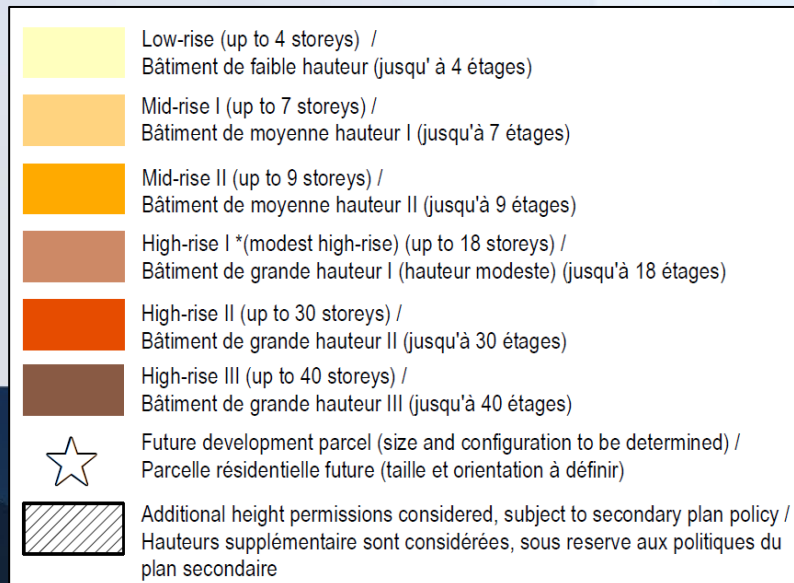
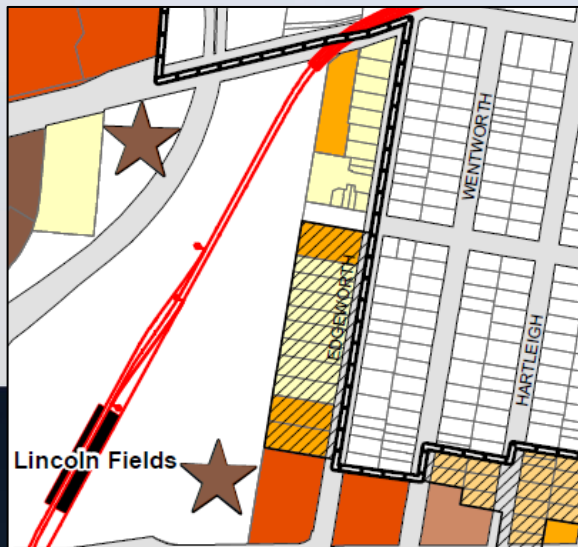
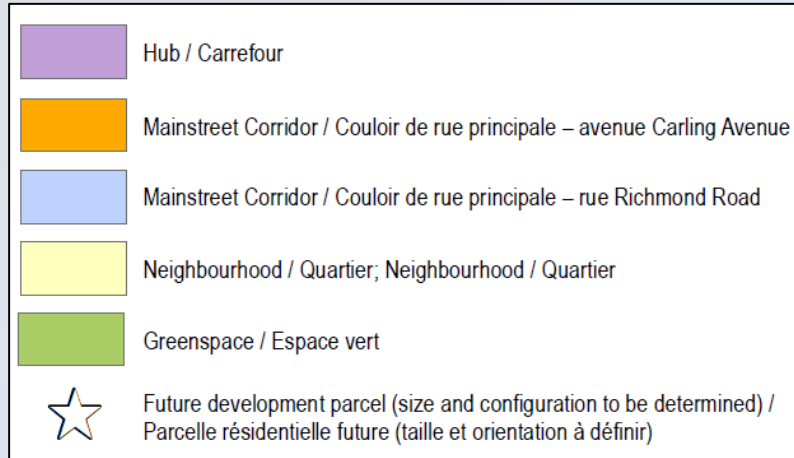
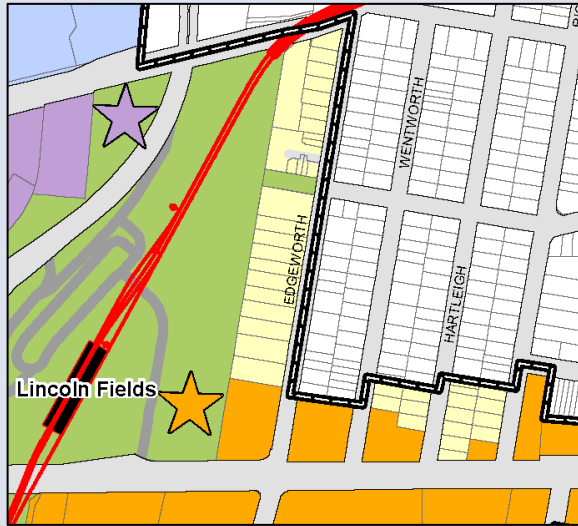
Carling Avenue



- high- and mid-rise buildings
- four-to-six storey podiums
- mixed uses and residential-only
- buildings that frame the street

Neighbourhood

Edgeworth



- low-rise north of Lawn Avenue
- possibility for 18-storey buildings between Carling Avenue and Lawn Avenue
- predominantly residential

Thank you

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