RICHMOND/BYRON CORRIDOR
PUBLIC CONSULTATION #3
RICHMOND ROAD COMPLETE STREET & BYRON PARK RENEWAL

AS WE HEARD IT
January 31, 2017, Ukrainian Orthodox Cathedral
EXECUTIVE SUMMARY

The Stage 2 LRT Public Consultation regarding Byron Linear Park Renewal and Richmond Road Complete Street provided information to the public regarding the design direction for Byron Linear Park and sought to illustrate the relationship between the park and Richmond Road Complete Street. The goal of the consultation was to gather feedback from the community regarding the proposed design for the park and suggestions for the continued design development.

This report summarizes the information that was gathered during the January 31, 2017 consultation held at the Ukrainian Orthodox Hall. Key points addressing the four areas of interest presented to the public are summarized in each section of this report and combined to create an overview of the key concerns and ideas that resulted from this public meeting.

The elements most commonly discussed include:
- Road closures
- Suggestions for park features
- Passenger Pick Up and Drop Off areas at stations
- Comments on Richmond Road Complete Street design

This information will be used to continue to develop a design for the park that meets the needs of the communities that use it and relates to the surrounding road design.
The Byron Linear Park Renewal/Richmond Road Complete Street Public Consultation aimed to ensure community feedback on the design development of Byron Linear Park Renewal and the adjacent Richmond Road Complete Street.

The City of Ottawa invited the general public to provide feedback on the initial design development for the Byron Linear Park. The park is an important feature of the community and provides a way for pedestrians and cyclists to access Westboro to the east and the Sir John A McDonald Parkway to the west. Approximately 100 people attended the consultation to engage in the design of their community.

The goal of these meetings was for community members to comment on the direction of the design for Byron Linear Park and the relationship it has to Richmond Road Complete Street. The consultation illustrated community nodes, design elements and natural features proposed for the park. The design indicated proposed road closures to enhance pedestrian and cyclist connectivity, while introducing more greenspace into the park.

This report includes a detailed summary of all the comments received throughout the Byron Linear Park Renewal/Richmond Road consultation. Due to the significant volume of comments received, a complete transcript of all the unedited comments can be found in the Appendix.
Details of this project were communicated to residents using a variety of methods:

- Information was posted on the Stage 2 Project and the City of Ottawa websites as well as the City’s social media feeds
- A mail drop was coordinated
- Email notification was given to community associations and key stakeholders
- Ward Councillors were encouraged to promote the consultation through office newsletters, web content and social media
- An e-mail notification was sent to all adjacent stakeholders, Councillors, MPs and MPPs
- Ads were placed in local newspapers

The consultation began with a presentation of the overview of the project; a review of what was heard at the November 15th, 2016 meeting regarding Richmond Road and Byron Linear Park Renewal which was followed by a brief presentation of the direction of the design of Byron Linear Park Renewal. Prior to, and following the presentation, panels illustrating the design were available for participants to comment on. Each panel highlighted a portion of Byron Linear Park where staff members were available to answer questions about the design and receive feedback. In addition there were two tables dedicated to the Richmond Road Complete Street design.

Written feedback was collected through comment sheets that participants either filled out at the consultation or sent in to the Stage 2 LRT Office. Verbal feedback was collected by staff and compiled into notes following the consultation. Four main themes emerged from this feedback.

- Opinions on opening Allison Avenue to Richmond Road and closing roads including: Byron Avenue at Woodroffe Avenue, Richardson Avenue at Richmond Road, Ancaster Avenue at Richmond Road
- Preferred site features for Byron Linear Park Renewal
- Suggestions surrounding the Passenger Pick Up and Drop Off at Cleary Station
- Comments on Richmond Road Complete Street design.
ROAD CHANGES

The feedback on the proposed road changes prompted a lively discussion at the consultation that will continue to inform the future road changes. This section highlights some of the topics discussed and written comments received post consultation regarding the street closures and openings (see appendix for actual comments).

Closing Byron Avenue at Woodroffe Avenue

The suggestion to close Byron Avenue at Woodroffe Avenue was accepted by most of the participants at the public consultation. People felt it offered a good opportunity to add more greenspace to the park. It was also seen as an opportunity to create better connections for pedestrians and cyclists, rather than prioritizing vehicular traffic.

Figure 4 (top) Proposed closing of Richardson
Figure 5 (bottom) Proposed design for closing of Byron at Woodroffe
Closing Richardson Avenue and Ancaster Avenue at Byron Avenue

Community members were open to the idea of closing Richardson and Ancaster Avenues at Byron Avenue. Richardson and Ancaster Avenues had been identified in prior consultations as through roads between Carling Avenue and Richmond Road. Removing this vehicular connection through Byron Linear Park allows for a fuller extension of the park. Suggestions were made to address this connection at Hartleigh Avenue as well. On occasion people drive the wrong way up these one way streets to access the community; eliminating these intersections would benefit the community.

Opening Allison Avenue at Richmond Road

There was varied feedback on opening Allison Avenue at Richmond Road, though many people were in favour. Concerns were raised about safety and traffic calming initiatives that may be taken on Allison Avenue to accommodate more traffic. Some people felt that having two way access at one intersection from Richmond into Byron would be safer than the current one way streets providing access from Byron to Richmond. There was a suggestion to provide a left turn lane at the intersection at Allison.

Some people felt that it may be worthwhile to close streets and not introduce any new access between Richmond and Byron. Others felt that maintaining the current roads (Ancaster and Richardson) as opposite one way streets would be ideal.
BYRON LINEAR PARK ELEMENTS

Public Art
The community was interested in having public art throughout the park. It was suggested that the art suit the character of the park, potentially including wood from the trees that will have to be removed from the current park. One comment proposed that there be a competition for local artists to design and construct works from the harvested trees on site. This would make a statement about the environmental direction of the project and give local artists an opportunity to enhance their community.

Path
The proposed design of Byron Linear Park renewal maintains the meandering pathway to promote pedestrian use. Most community members appreciated the emphasis put on the pedestrian throughout the park as they felt the cycle lanes on Richmond Road would accommodate cyclists. There was positive feedback on integrating lighting along the pathway to encourage use. Suggestions were made to widen the pathway in order for people to be able to pass each other comfortably, though some residents of the area were concerned this may encourage faster cyclists. The design reintegrates berms in to the design, a decision that most people liked, though the need to ensure proper drainage of the pathway was raised as a concern. This has been considered within the design through the use of biowales, another element of the design which was positively received.

Suggestions were made to promote wayfinding on the pathway such as kilometre markers to indicate the distance you’ve gone and signs providing direction to important landmarks and streets nearby.
Rest Areas
Incorporating a number of areas to rest throughout the park at appropriate distances for all demographics, particularly seniors in the neighbourhood was emphasized by many people. The design proposes a number of rest areas for socializing or enjoying the park, which many people were very excited about, particularly in front of Our Lady of Fatima Church. Small areas of flat lawn have been proposed to accommodate small yoga classes or similar programming, which community members were happy about, though there were some questions about spaces being the appropriate size.

People were pleased to see that a children’s playground had not been incorporated into the design. It was again emphasized by many that safety would be a concern if a playground was included and the fact that there are many children’s parks around was repeated.

The importance of shade was emphasized in rest areas, particularly around the Shouldice Farm Stand and areas near to the LRT stations. Some comments suggested that there be limited seating and shading around stations to limit loitering.

Environmental Sustainability
The design for the renewal of the park focuses on encouraging people to use the park as a recreational area in all seasons to engage with nature. It is proposed that this is done through the use of bioswales to show how storm water moves through the landscape, a variety of native tree and shrub plantings to encourage biodiversity in flora and fauna, and the use of more sustainable materials within the park. The importance of encouraging sustainability and promoting education related to sustainable initiatives within the park renewal was well received by community members.
Access to Cleary Station
Suggestions were made to better promote the use of the PPUDO, particularly in difficult weather conditions. In order to encourage the use of the PPUDO, the pathway from the station to the PPUDO should be well lit and covered. Lighting will create a safer environment and providing a cover will make the PPUDO more convenient when it is raining, snowing or very sunny. The cover should also provide shelter from cross winds, particularly during winter months. The importance of maintaining the pathway was also stressed to encourage use of the PPUDO.

Community members advised that there be shelters to wait in on both the north and south side of Byron Avenue to accommodate people using the LRT PPUDO. Though there was a lot of discussion and concern about the proposed Cleary Station PPUDO, the community was happy to offered suggestions that they felt would foster the use of a pathway between the station and PPUDO.
Location
There were a number of comments provided about the location of the Passenger Pick Up and Drop Off (PPUDO) area for Cleary Station. It is proposed to be on the south side of Byron Linear Park, which would require that people using the PPUDO cross Richmond Road and the park to access the station. Community members living close to the station, particularly at the Unitarian House of Ottawa, were concerned that people will not use the PPUDO and instead will use their private parking lot to wait to pick up those using the LRT.

In addition, participants felt that drivers will drop off and pick up directly in front of the station which could lead to traffic congestion along Richmond Road. There was a strong sentiment by community members to incorporate a PPUDO on Richmond Road.

At the New Orchard station, concerns were raised about the potential for congestion at the ‘T’ where Woodland meets Byron. Suggestions were made to move the PPUDO further west and north to Richmond Road to help alleviate the potential crowding at this intersection.
Cycling
Generally people were supportive of the Complete Street design concept, particularly the provision of new cycling and pedestrian infrastructure (e.g. PXO’s) along the corridor. Concerns focused on design details such as the placement of cycling lanes along the roadway and potential conflicts at driveway locations due to lack of visibility. Participants were hopeful that the design may be able to be continued further along Richmond Road into Westboro. They felt that offering cycle lanes will make the park more comfortable for people walking as it will provide an alternative route for cyclists from the path.

Pedestrians
The wider sidewalks proposed for Richmond Road were seen as necessary by most of the participants. They cited the dismal condition of the current sidewalk in terms of material and width. In addition, many people felt that the focus on pedestrian use for the pathway in the park would provide a nice alternative to walking along the roadside. The importance of ensuring that people with mobility challenges are comfortable on the sidewalks and at PXOs was emphasized. This includes ensuring that buttons for crossings are at an appropriate height for all people and that the area surrounding them are maintained, particularly in winter, so that people can reach them easily.
Vehicles
In general, people were positive about the changes to Richmond Road, though concerns were raised about traffic congestion. Richmond Road is an arterial roadway and some people felt that if traffic flow was slowed, drivers may use Byron Avenue more frequently. Suggestions were made to incorporate turning lanes off of Richmond Road going south to promote the flow of traffic. Reference was made to the Main Street Complete Street as an example to learn from in the redesign of Richmond Road and traffic flow.

On Street Parking
The topic of parking generated a lot of discussion with the majority of people suggesting there is no need for on street parking on Richmond Road, particularly if it will impact pedestrians and cyclists. They identified the need for future developments to accommodate drivers through parking not located in front of their premises. There were few participants that argued for parking on Richmond Road, but those that did identified the need for businesses that may emerge as Richmond Road become a Main Street populated with businesses.
OVERALL THEMES

Road Closures
The proposal to close Byron Avenue at Woodroffe Avenue was met with a positive response from the public. There was no indication that people felt that the street should stay open and many community members were excited about the added green space that closing the street would add to the park. For the most part people felt that this would help to reduce confusion at the Woodroffe/Richmond intersection and would create a safer crossing for both pedestrians and cyclists. The closures of Richardson and Ancaster Avenues was also received positively, with some people encouraging closing more streets to minimize impact on the park. It will be important to ensure that appropriate measures are taken on Allison Avenue to calm traffic.

Park
It became clear throughout the consultation that there are a number of people from different age groups using the park. Most of the consultation participants were happy to see that the proposed renewal design maintains the natural character of the park. Community members were happy to see a significant number of resting areas throughout the park. The integration of bioswales into the park intrigued and excited most participants as they began to understand the educational opportunity and commitment to sustainability that the design proposes. Suggestions were made to help in the development of the design such as enhancing the pathway between Compton and Lockhart Avenues in the park to provide a cycling connective between the east and west portions of Byron and creating larger expanses of lawn areas for activities such as yoga.

LRT Comments
While the focus of the consultation was on Byron Linear Park renewal, there were a number of questions regarding the LRT itself. The community would like to continue the discussion on the location of the stations and the corridor and was referenced to review the EA that has been completed for the initial alignment. As the design continues to be refined based on the approved alignment questions such as the following should be considered:

- Does the LRT need to be in the park?
- Can we shift the New Orchard Station to Woodroffe and eliminate Cleary Station?
- How is the informal kiss and ride anticipated at Cleary being addresses?

These last questions were pressing points for many people, particularly those that feel they will be affected by vehicles waiting for LRT passengers. Suggestions were made to encourage people to use the PPUDO such as covering the pathway between the station and the pick up/drop off area and creating covered shelters on both sides of Byron Avenue at the PPUDOs. Alternatively some people suggested creating a PPUDO directly in front of the station.
The Stage 2 LRT Public Consultation regarding Byron Linear Park Renewal and Richmond Road Complete Street was successful in collecting feedback from the residents of the surrounding communities regarding the proposed design of the park and its relationship to Richmond Road Complete Street. Most of the feedback was very positive and people were thankful to have the opportunity to engage in the design of their park.

The information collected through this consultation will be used now to inform the continued development of the design for the Byron Linear Park Renewal. The City of Ottawa, in collaboration with the Stage 2 LRT office, hopes to continue to build a city that offers connectivity to transportation services for people in all neighbourhoods, while maintaining the character and identity of each community. The input provided by the public at this meeting helps to guides this mission and create a better city for everyone.
COMMENT SHEETS

General
- Send me link to presentation! ASAP!!
- A lot of good work is being done on this
- Thank you for the focus on livability! connectivity!
- NOT putting vehicles first, MAYBE HUMANS WILL BE FIRST FINALLY, THANK YOU!!
- Renovate, beautify the war monument--it is rather ugly now
- The market between Golden and Broadview poses a traffic hazard for pedestrians walking or trying to cross Byron AND it is a parking nightmare for residential streets south of Byron
- You said station would be at New Orchard now you have it at Harcourt
- Great consultation and presentation-many thanks
- Are there other locations for public consultations-- hard to see and hard to hear
- Seniors and accessibility--demographics of area, better to keep seniors moving and out of nursing homes.
- I am sorry my neighbourhood got ‘trendy’
- Overall, some good concepts

Road Changes
- The facility on Byron is okay for local cars
- Have an intersection with a left turn at Allison
- Someone will be seriously hurt one day because of all the cars blocking roadways and not allowed for emergency vehicles to get through.
- I like: (1) closing access to Woodroffe Avenue from Byron both east and west; (2) closing access from Woodpark north to Richmond Road except for a fully signalized 4 way intersection at Allison and Richmond Road--this is good it will provide the only access to Woodpark from the north; (3) I agree with the proposals for the Byron Linear Park
- Opening Allison is very dangerous for kids and seniors that live on that street
- By closing Compton and Richardson and Byron at Woodroffe you’re closing the neighbourhood off even more that what it is now
- The speed limits and parking for visitors will be now gone on Allison
- I am not in agreement with the extension of Allison Ave to Richmond Road compounded by making it a 2 way street (entrance/exit)
- Why not use existing exits at Ancaster and Richardson. Keep one as an exit and the second as an entrance to the neighbourhood? They won’t necessarily be throughways as the Carling Ave end can be made one way in the opposite direction.
- Please design the 2 way traffic out onto Compton or even go to one way out of the neighbourhood again
- I have a concern with traffic on Knightsbridge as a result of closing access to Woodroffe from Byron.
- Has a study been done on # of cars that would be diverted?
- As a wide street Knightsbridge is already subject to people driving very quickly.
- I like the calming of the Woodroffe/Richmond intersection-- still a little worried about impact of cutting Byron in two.

Park Features
- Byron Linear Park--like idea of shade structures and light and different uses--great work
- Good emphasis on pedestrian infrastructure--Byron linear now is reliable in winter for access to Westboro... sidewalks along Richmond Rd are not plowed as promptly and walkers there are drenched by roadside slush.
- Have you considered nut trees or fruit trees for linear park... the harvest could really help supplement the offerings at local food banks--e.g. “Hidden Harvest”
- Natural space/trees/benches-- a place to share with friends and family along the space
- Please be very careful with public art.
- Bright colors and sculptures can clash with the natural look.
- As natural as possible: keep the path narrow. The wider the path the more it will be for cyclists (I am one of them)
- Benches here and there protection from the sun before the new trees grow--nothing else is needed
- Play structure in park should be kept to a minimum, small if any. Other parks more appropriate for huge play structures
- Look at Bryant Park in NYC for wonderful examples of rest areas/benches. Even have a library area in summer, small carts with books for people to sit and read.
- Need lots of green spaces--keep hardscape to a minimum in park
- Should allow small food carts in park on weekends
• Need garbage bins along the way to keep park clean
• Concerns: concrete pathways--could we please have something porous so that rainwater are seeped into the ground; parking-- I believe this will be a huge hurdle--apartments only have .5 parking per apartment. Where will people and visitors park? Not everyone will be using LRT
• Heated sidewalks-- winter maintenance, seniors and mobility issues, pilot project (?), plowed snow from Byron is pushed onto Byron path entrances
• No concrete pavers-- wheels get stuck, problems with heave
• Asphalt is preferred-- easy to repair
• Want a sense like out in the country-- peace and quiet.
• Tall trees-- Holland to Superstore, trees have been cut down
• Yes to children’s playgrounds
• Lighting is important
• Bushes--lots of them, want to see animals
• Trees that attract birds-- nice to hear and see
• Trash can heights-- need to be accessible height
• Markers along path to show how far you’ve gone (Km)
• Cross street names in park for wayfinding
• Bus stop indicators in park with bus stop numbers
• The park idea looks lovely (any hope of helping out Sherbourne to Golden?)

Passenger Pick Up and Drop Off

• Drop-off/Pick-up for Cleary -- expect this will be a problem especially at pick up in inclement weather--cars will turn into Cleary, park on private property and wait for call that LRT passenger has arrived, drive out and pick up on Cleary or Richmond west of Cleary
• If read current plan, need partial covering to shelter pedestrians on south side of Richmond at Cleary and path to pick up area on Byron
• Big concern--passenger pick up and drop off facility--fix Cleary station
• People will also come along Richmond and want to drop passengers off on Richmond, especially along the North side
• As it is now there is no drop off there -- so many will people will turn north into Cleary, drop people off there and turn around at Unitarian Housing Co-op. This will clog up Cleary and the U.H. entry--which is on private land. Even worse for pick-up.
• Recommendation-- an extra lane on north side of Richmond in front of station, where buses (one every 10 minutes??) and cars can pick up/drop off passengers.

Richmond Road Complete Street

• Great idea to have cycle paths on Richmond Road
• Bikeways-excellent.
• Pedestrian crossing buttons need to be at appropriate height for people with mobility issues (all people need to be able to access buttons comfortably)
• One worry--Eastbound commuter bike lane appear to disappear just before Woodroffe-- I really don’t like impatient bikes on the Linear Park pathway (having been forced off the SJAM Parkways paths more than once!)
• Richmond between Golden and Churchill is a nightmare that I avoid at all costs, but my options are limited. Look forward to see how the ‘Complete Street’ impacts “Westboro”
• West-bound cycle route for commuters sub-optimal
• Very long distance between crossovers at Lockhart and Wavell
• Need parking on north side of Richmond as property owners re-develop if main street intended eg. between Cleary and Woodroffe
• These streets should have parking signs only for Saturday from 9-5 and from May 1 to October 31 for 1 side of each street.
• Parking for the station is where?-- Side streets-
• More parking on Richmond Road
• Reduced parking will be an issue--and must be enforced if this is going to work
• On-street parking on Richmond not required

EMAIL COMMENTS
Jan 31- Richmond-Byron Open House Comments

Good morning,
After attending the presentation on Tuesday about the Byron linear park and Richmond Road complete street, I have some concerns about the traffic flows on Richmond road. With removing one lane of traffic, every car turning off of Richmond Road will potentially pause and backup traffic. While there are no turning lanes now, the extra lane serves as a turning lane and keeps traffic moving. Buses stopping for pickups and drop-offs will also potentially pause and backup traffic, as there are no bus nooks (pull over indents, whatever you call them) planned due to OC transpo preferences I’m told. Adding the bike lanes and encouraging more bike traffic will also potentially pause and backup traffic as there be more reasons for cars to wait to turn with no current method for non-turning cars to get around the car waiting to turn. Adding on street parking would make this even worse, and would turn the traffic flows for the entire length of Richmond to be the same as it is through Westboro, which often crawls. If that were to occur, I’d be concerned that more cars would use Byron instead of Richmond to avoid the traffic. I suggest adding turning lanes from Richmond (both eastbound and westbound) going south, as there is not much

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traffic turning north off of Richmond. With fewer roads connecting Richmond to Byron than there are at present, we’re not talking about a lot of modifications and I think it would greatly increase the flow of traffic, or at least stop the clogging of Richmond I foresee.

I am strongly against putting on street parking on Richmond. At the end of the day, I am really excited about the project and where it is going. I understand and appreciate the need to accommodate and encourage biking and public transportation, but at the end of the day Richmond Road is a major artery with no real alternative until Churchill when Scott street starts. As such, city planning needs to keep Richmond as a functional street for automotive traffic.

All the best with this project, and thank you for your time.

I was at your Ukrainian Church presentation last night and am pleased with the planning approach for the project. The location of Cleary Station, reduction of Richmond Road to two lanes, bicycle path strategies and focus on the Linear Park as important elements are all well considered.

As an experienced wood worker, who trained and worked in the architectural field, I’d like to offer a suggestion for the ‘animation’ of the Linear Park. The trees west of Cleary, which will be lost to excavation, should be considered for use in creating Linear Park art. I notice these trees every morning on my drive to work and think it would be disheartening to see them chain sawed into firewood. While most aren’t of a size to supply lumber, their ‘straight pole’ configurations could be used to create interesting sculptures to ‘animate’ the walking path. Reuse of the existing site trees would also be an environmental statement about the project direction. I suggest a competition for local artists to design and construct works, from the harvested trees on site and permanently display the work throughout the Linear Park.

I’ve recently watched so many beautiful ash logs being sawn into firewood and as a wood worker, the inconsiderate waste of this beautiful natural resource really saddens me.

I hope you can give this idea serious consideration.

Dear Phase 2 Planners,

cc. Mark Taylor, Councillor, John Blatherwick, Pres, Woodpark, Larry Ladell, Chair Transportation, Jodi Jennings

I attended the information session last night and from an overall perspective, was quite pleased with the information given. The meeting was also well handled I thought.

By and large I was comfortable with the proposed changes to the Richmond Corridor from Lockhart through to the Parkway. I think some good ideas are being proposed for the Woodroffe/Richmond intersection. I also like the ideas being proposed for Byron Ave near this same intersection.

That being said, there are a few points I would like to emphasize that I believe are missing and these are not insignificant.

The first has to do with Hartleigh Ave and where it exits unto Richmond Rd. As you well know Mark, the community has for years been expressing serious concerns about the streets along Byron (in Woodpark) which exit onto Richmond Rd. I saw the proposals to close Ancaster and Richardson. I also saw the proposal for Allison which would give residents (and others) controlled access to/from Byron. It’s still early days for that specific proposal and I will want to see what our community thinks about that in a future meeting. I do have some misgivings about this proposal however, as it will still facilitate shortcutting and possible LRT drop-offs.

What I did not see however was the same closure proposal for Hartleigh. Hartleigh like the other two exits has always been a problem with respect to traffic using it illegally. John Blatherwick can confirm this and Councillor Taylor can certainly verify as well the concerns these three egresses have been to the Woodpark community for many years. Councillor Taylor I respectfully ask that you confer with the Richmond Rd planners on this particular exit. It seems the problem with the Hartleigh exit is NOT being addressed and if it isn’t the problem of shortcutting will continue to exist.

Secondly, the Woodpark community has for some time wanted to be able to connect with and utilize the park in Ambleside (north side of Richmond Rd). We already have limited play areas for children in our community and this park is currently under utilized - if utilized at all. As it so happens, the Ambleside park just happens to be across the street from the Hartleigh exit. Perhaps something can be looked at which will address both of these first two issues in so far as it might involve further assessment of how the Hartleigh exit will be handled and how it might become a means to access the Ambleside park.

Finally, after discussing issues with Larry Ladell last evening, I feel as well, there is a very real need to have an open house specifically for our Woodpark community that encompasses both the proposed New Orchard station and the Richmond Rd makeover between Woodroffe and the Western Parkway. It does not seem reasonable to lump Woodpark’s particular concerns with the many groups concerned primarily with the proposed Cleary Station. Councillor Taylor I ask that you proceed to look into holding such an open house.

Thanks to all for your time and the efforts you have spent on this to date!!

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Just a quick comment to let you know that my husband Mike and I were impressed with the meeting last night. We look forward to the changes. Thank you for keeping us informed.

Thank you for organizing this meeting last night. This was the first time I have attending this meeting. Always better to attend then listen to rumors, that are often incorrect.

We recently moved from Highland Ave (in Wesboro) to a smaller home in Riverwood Estates, at Richmond Rd. and Wavell. I was happy to hear last night that eventually Richmond Rd. will be narrowed and therefore slow the traffic and perhaps reduce it.

I know this will not take place for quite a long time. It is a very busy street, especially at rush hours. It can often take anyone living along here or leaving businesses, a very long wait and dangerous exit- during this time of day.

I am wondering if it is possible for the traffic lights between Cleary and the cross-walk lights, in front of Amica Seniors home- be put in sync with each other. This would make a huge difference for drivers coming from north or south side roads, trying to get onto Richmond Road- especially during rush hour. Often we are forced to turn right out of our complex and double back through another street and along Byron, to head east. Is this possible?? I have witnessed very many close calls for drivers, bikers and pedestrians. Would appreciate you addressing this issue immediately.

Richard Road improvements- I think it would be silly to put parking spots onto Richmond Road in the future. It will be too narrow and also have buses travelling along it and pedestrians. I would like to see some parking spots remain on Byron. I think widening the sidewalks on the north side of Richmond is very necessary, as they are dangerously narrow right now. I hope the new roads on Richmond Road will be solid. Large trucks and buses right now, cause our townhouse to vibrate. Not sure what causes this but am hoping this might be corrected.

Linear Park- Keeping it green is great- more trees, better lighting, wider pathway. I don’t think a play structure would be very safe in the area. Also, there are many parks in the area to chose from.

Appreciate your time and effort. Ottawa is a great city to live in and we are very lucky.

Kindest regards,

This is just a quick follow up from an email that I sent a few days ago, after the meeting.

I was encouraged by the Richmond Road improvement plans- until I talked with two different friends that have to travel along Main Street. I gather this was also called the “Complete Street” project. They are so unhappy with the end result. It has indeed made the road narrower and slowed traffic but added huge frustration and aggressive drivers, as a result. They say the buses are slowing everyone down and add to more time spent sitting in their car, waiting for traffic to move. I really hope you take this project and it’s results into account, when planning your Richmond Road Complete Street improvement. We can learn from our history and therefore know NOT was to repeat. It would a shame to have the same results on Richmond Road.

Also, I had requested that the traffic lights between Fraser and/or Amica Retirement Home (in Westboro) and Cleary be somehow put in sync. Getting out of businesses and driveways between those sets of lights- especially at rush hour, is very dangerous and very time consuming. Many drivers are forced to take unnecessary chances. Perhaps these traffic lights are already in sync..but if they are they are definitely not held long enough. Could this be corrected soon?

We appreciate all of your hard work and look forward to your next update.

Hello:

I heard recently that part of the plan for Byron and Richmond is the opening of Allison through to Richmond. I’m curious why Allison was chosen when there is already a traffic light at New Orchard. While its true that Allison does not go through to Carling, the same is true for other options. As a resident on Allison for the past 18 years, I have concerns that this will have a big impact on the street. If it is to ahead, I’m wondering whether there has been any consideration for traffic calming and/or safety measures for the anticipated issues? We already have cars speeding up the hill. The change will add to this with traffic cutting through to Flower/ Woodroffe and Lown to Carling and just general increase in traffic that will result. Any consideration for sidewalks, speed bumps or other traffic calming? Will the street be widened?

Thank you for considering my comments.

At the January 31 info session at the Ukrainian Church, we were very pleased to see the new plan for Byron Ave. with the green space/park by Our Lady of Fatima Church where Byron used to open onto Woodroffe. The maps showed Byron now ending at Lockhart Ave. so all that North and West-bound traffic (most using Sherbourne from Carling) will now be using Lockhart to get on to Richmond Road.

As a long time resident of Woodroffe North, I am well aware of the heavy traffic loads on Richmond Road. It was unclear from the maps, but I hope that the Lockhart-Richmond intersection
will be equipped with traffic lights to assist both pedestrians and vehicles.

Hi! I attended the Jan 21 2017 presentation re the Confederation Line W LRT extension at the Ukrainian Orthodox Church on Bryon Ave and would like to share some points with you and the committee who is carrying this forward.

APPRECIATION
Really liked the presentation format on Jan 31. Appreciated the number of knowledgeable people available to answer questions before and after the presentation and the drawings of the entire area and the pictures of particular sections.

LIKES
I like the fact that Byron will no longer have an outlet on Woodroffe Ave and that there will be fewer streets connecting the community south of Byron with Richmond Rd. I think I also heard that a diverse tree landscape will be planted in the Byron linear park. Will the trees be native to the area? What about other plantings? Encourage native species and diversity in all plantings.

CONCERNS
1. I am concerned about the proposed Byron drop spot for folks either taking or being picked up from the Cleary LRT station. I think significant numbers of folks will do the drop offs and pick ups on Richmond. Is there a way to rework the Richmond St sight so this can happen?
2. If it stays on Bryon please ensure that the path through the linear park from Byron to Richmond is well lit, well maintained and perhaps covered through the park. And, ensure there are shelters on both sides of Byron for folks to wait for their rides and that these are well lit.
3. With Richmond Rd being redeveloped, how are the number of parking spaces per development determined and where will these spots be?
4. With Richmond Rd being only one lane in each direction, I think it might be best if all parking is off street. That means all new development would have to accommodate drivers, not have them park in front of their premises.

SUGGESTION
I noticed on the 8.5x11 inch handout that McKellar Park is not listed in the communities named in the 2nd bullet in the 3rd column. Suggest adding it as we are directly south and a bit west of the Cleary LRT station.

Thanks so much for the opportunity to learn more about the Confederation Line West LRT extension and to provide feedback and ask questions.
vehicles as this is where Shouldice should be setting up – as many of their clients drive to pick up fresh produce. Also will provide a rest area for some older residents or residents with mobility issues who walk to pick up their produce and want to sit and rest before heading home.

Great job! And thanks again for allowing us to comment.

Thank you for your quite excellent presentation last week.

Because the LRT is coming out at New Orchard, past Woodroffe Avenue, and almost completely past the bulk of Byron Avenue and all its walkways, paths, trees, etc. I am wondering why the push on your part to change the landscape on the whole area of Byron that runs from west from Edgeworth to east as far as Churchill. Anything east of Churchill does not really affect the Westboro area which was the focus of your presentation.

As was mentioned, it appears you are “calming” the area of traffic. Great idea but just not feasible. The John McDonald overpass at Lincoln Fields will have to be changed to include off and on ramps, something that was not done originally if you really wish to alleviate congestion of traffic through Westboro.

As the train is running underground from Old Orchard, south under Richmond Road and Byron, and then west to Lincoln Transit, I really do not see how playing with Byron will help traffic.

Alternatively, there is no Park N Ride in your plans. Just where are cars from outlying districts to park easily so that they can take the train downtown?

Only other feasible place for people to Park N Ride is Lincoln Fields Transit.

Thank you for your time. I tweeted Mayor Jim about how wonderful your presentation was - he retweeted to someone, I hope it was you. You all did a wonderful job

Here in San Francisco, in some places, cars park on the outside of the bike lane as per pictures below.
Anywhere in Ottawa where this might usefully be done?

Hello:

I attended last night’s (January 31 at the Ukrainian Church) open house meeting regarding the design plans for the Richmond and Byron complete street undertaking. With one exception, I can say that I was very impressed and very pleased with the design plans to date. Kudos to city staff for coming up with a good design that meets numerous competing needs.

In particular, I am very, very pleased that they seem to be leaning towards a more or less natural approach (with a few nodal enhancements) to the linear park between the two streets. I was afraid they might have opted for the most intense use option of the three which would have been horrible in my view. In am also pleased to hear that they are considering some berms in areas to semi-block out Richmond Rd in some cases and Byron in other cases. That will make the linear park feel more “cozy” and pedestrian friendly.

With regard to the Byron, Richmond, Woodroffe intersection, I am quite pleased with the decision to close Byron at that point and replace the roadway space with more green parkland and pedestrian and (hopefully) bicycle access to allow one travelling the length of Byron to traverse that intersection more easily.

And I am glad to see that the bicycling lanes on Richmond Road will be separated from the roadway itself, along the lines of what was done on Churchill Ave. Again kudos!

Now, with respect to the one issue with which I very much disagree. It was mentioned last night that the design team has recently been asked to consider putting some parking spaces for cars along Richmond Rd. First of all, I don’t understand
who wants to park on Richmond Rd anyway. I have travelled that section of road countless times over the past 30 years and have never one wished there were on street parking. Any businesses along there (and there are only a very few) have their own parking lots and that has been more than adequate. Second, with all the other competing needs we are asking this redesign to accommodate, this is a step too far. I strongly object to this idea and it gets removed; it will ruin an otherwise terrific design plan for the area.

I recently attended (31 January) an Open House concerning the Richmond Road Complete Street / Byron Linear Park Renewal proposals. This event also included a proposal for a pedestrian crossing near the Wavell Avenue / Richmond Road intersection. I would like to submit the following comments and suggestion with respect to the Wavell / Richmond intersection.

The city proposal is to create a pedestrian crosswalk on Richmond Road just east of Wavell. This, in and of itself, is a good idea as there is no safe place for pedestrians to cross Richmond between Fraser and Cleary Avenues. However, I think this plan could be improved upon by eliminating the proposed crosswalk and, instead, installing traffic lights at the Wavell/Richmond intersection.

SOME BACKGROUND…

- In the past few years as more apartment towers have been constructed in Westboro and westward along the Richmond corridor, Richmond Road has seen a significant increase in vehicular traffic. It is now a very busy road.
- The Western Light Rail will lead to development of more highrise residences and, consequently, even more traffic on Richmond Road.
- Even now during the afternoon rush hour westbound Richmond Road is sometimes backed up from Woodroffe almost to Fraser Avenue.
- In the area of the Richmond / Wavell intersection Richmond Road is three lanes wide - two eastbound and one westbound.
- Richmond Road to the west of Westboro is posted as a 50 kph speed limit zone. However, during lighter traffic periods most drivers exceed the speed limit, frequently reaching speeds as high as 75-80 kph.
- Wavell Avenue is one of the few north/south streets that crosses the Byron Linear Park and connects to Richmond Road.
- At Richmond Road Wavell Avenue lines up, north/south, directly across from the west entrance to the condo townhouse community at 655 Richmond Road (Riverwood Estate).
- Riverwood Estate is comprised of 53 homes with about 70 cars.
- At times it can be difficult for northbound vehicles on Wavell to turn left (i.e. west) onto Richmond and for any vehicles exiting Riverwood Estate to go either direction on Richmond. At rush hours this can be nearly impossible. There has been one accident and many close calls that I am aware of involving residents of Riverwood Estate attempting to get out onto Richmond Road.

SOLUTION...

Install traffic lights at the Wavell / Richmond intersection that are activated only by a pedestrian wishing to cross Richmond or by a vehicle waiting to access Richmond Road from Wavell or from Riverwood Estate.

BENEFITS OF THIS SOLUTION...

- Provides a safe crossing point for pedestrians.
- Would help to slow down Richmond Road traffic in non rush hours.
- Provides safe access to Richmond Road for vehicles coming from Wavell Avenue and Riverwood Estate.

Thank you for the presentation, it was very informative.

Below are concerns, coming from the residents that will be directly across the street, on Byron Ave (1176 and 1188), from the actual station are as follows:

- First off, we have 2 very mature elm trees in the area that we strongly believe need to be preserved. These trees have been here longer than any of us, and should warrant heritage status. These old growth trees are part of what makes our neighbourhood ours. Even if it means relocating other infrastructures, the trees should be saved.
- Parking: We would like to see drop off (kiss and drop) parking be a down a small piece from the actual station, ie: not at the end of Woodland, but more the west (around New Orchard) and to the north (Richmond Rd), so that it is not as crowded and noisy right at the “T” intersection of Woodland and Byron. We can see there being a fair amount of congestion at this corner at certain times of the day and feel that the drop off parking being a little down the road would help alleviate that.
- Anything other than kiss and drop parking should be prohibited and signage should be posted and by-laws should be enforced, without the residents “paying the price”, figuratively or literally. As people will use the side streets as Park and ride, we effective will lose all our street parking privileges with this, as to enforce transit rider parking will also infringe on our parking. We should not have to pay for permit parking, (which we’ve already done for Byron, which was later revoked). We should not have to pay to park on our own streets (yearly permits), due to others abusing privileges.
- Seating: We feel that seating at street level immediately near the station would cause loitering. We would like to see any planned seating be away from the station itself, or at the lower level where the trains are. Of course we realize that there would be seating at the bus shelter on Richmond Road, but any “park” seating be further West and East of the

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station, effectively for neighbourhood enjoyment, not transit “loitering”.

- Fencing around the open air portion of the station: We would like to ensure that the enclosure around the open air portion of the train line be high enough and that it would also assist in reducing the noise levels coming from, not only the train itself, but also passenger traffic etc.
- For the station “housing” that is at ground level, it would be appreciated if it could be designed to direct traffic to Richmond Road, perhaps a half wall, or plantings that would assist people in “moving along”.
- Consideration should be given to having entrance/exits at both the west and east side of the station, not just the west side.
- Ensure there are waste receptacles at train level.
- We’re not sure if public washrooms are being considered for this station, but if they are, they should be at train level (in the trench) not at street level.
- Plantings along the South side of the ground level building and “open air” portion of the line. It would be appreciated if the plantings here could be substantial enough to assist in noise reduction and camouflage of the station from the South side. This is our home and front and side view, it would be nice not to have to look at a non-descript building or fencing, but green and beautiful, as we do now.
- Security: Hopefully there are security cameras that are placed outside as well as inside the station. We can see this as an easy “in and out” or “escape route” for B&E, smash and grab, as well as graffiti type activities, and would like to ensure that every deterrent possible is utilized to ensure the safety and security of the neighbourhood. Increased lighting and easily recognized cameras.
- The station is enough for this area (Harcourt to New Orchard), please keep all “Art Vision”, seating etc. further east toward Woodroffe.
- Please take into consideration as part the “complete street” that Richmond Road is constantly being used as a “loading dock” for the car dealerships in the area.

All this said... we still don’t understand how this site makes the most sense for a station. We believe that a station at Woodroffe would make more sense, even if that means there is 1 station there, instead of one at New Orchard and one at Cleary (Cost Savings??). Most of the population from Ambleside would probably find it easier to go to the Lincoln Fields station, and the ones who don’t, if they don’t want to walk to Woodroffe, could take the local bus to get to the station. We, who live at that exact spot, always walk to and from Woodroffe when busing today and see many of our neighbours doing the same thing. This would also give easier access to the Library and Carlingwood Shopping Center as well as the other stores and Churches along Woodroffe and Byron.

Thank you.