AS WE HEARD IT
November 15, 2016, Ukrainian Orthodox Cathedral
The Stage 2 LRT Public Consultation regarding Byron Linear Park Renewal and Richmond Road Complete Street provided information to the public regarding the design for Richmond Road and sought to compile feedback from the public regarding the design direction of Byron Linear Park. The goal of the consultation was to gather input from the community regarding how they are currently using Byron Linear Park and what would make the park more amenable to their needs in the future.

This report summarizes the information that was gathered during the November 15th, 2016 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 overall themes that were identified over the course of these consultations are presented as they relate to the future of Byron Linear Park and the connections of the adjacent communities to this park.

This information will be used to develop a design for the park that meets the needs of the communities that use it.

The elements most commonly discussed include:
- Cycling
- Pedestrians
- Intersections
- Road Issues
- Nature
- Winter Maintenance
- Community
- Sustainability
- Demographics of the neighbourhood

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The Richmond Road Complete Street/Byron Linear Park Renewal Public Consultation aimed to ensure community feedback on the design development of Richmond Road Complete Street and collect opinions on how the Byron Linear Park should be reinstated.

The City of Ottawa invited the general public to provide feedback on the future changes to 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. The goal of these meetings was for community members to receive feedback on the complete street design and share their vision for the future of their park. The workshops explored what elements and features people enjoyed about the current park and pathway and opportunities to improve pedestrian connectivity, opinions on potential road closures to enhance the park, and feedback on concepts and programs that could be incorporated in to the design.

This report includes a detailed summary of all the comments received throughout the Richmond Road/Byron Linear Park Renewal 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 June 4th, 2016 meeting regarding Richmond Road which was followed by a brief presentation of opportunities for the design of Byron Linear Park Renewal. Participants were then asked to rotate through tables where staff members were available to answer questions and document concerns on plan drawings.

Feedback was collected through questions that participants were asked to answer on a table worksheet as well as through interaction with staff at different station tables. The questions that were asked of participants were related to the topic at their table. The categories were predetermined by the design team to focus participant feedback in order to develop the initial design plans. This included getting a big picture sense of how people reacted to specific ideas.

- Byron/Richmond Vehicular Connections: Close Byron at Woodroffe; Close Cross Streets between Richmond and Byron; Signalized Intersection East/ West of Woodroffe; and On-street Parking on Byron.
- Byron Pedestrian Connections: Pathway in Park; Sidewalks South Side of Richmond/North Side of Byron; Lighting; and Types of Uses.
- Byron Park Concepts: Passive; Interactive; and Programmable.
- Byron Park Program Opportunities: Public Art; Play Spaces; and Community Gathering Opportunities.

Participants were asked to rotate through tables that were equipped with a plan of the site and images related to the topic. At each table they were asked to provide feedback on what they saw and where specific elements could fit in to the park.
BYRON & RICHMOND ROADS
VEHICULAR CONNECTIVITY

Closing Byron Avenue at Woodroffe Avenue
The suggestion to close Byron Avenue at Woodroffe Avenue was met with diverse opinions. Concerns about closing the road include: increased vehicles cutting through the church parking lot, speeding on other local streets, access for mobility challenged elders to grocery stores and pharmacies, and increased traffic in the Woodpark neighbourhood. Some people felt that the intersections are dangerous and should be closed. Suggestions were made about how to increase the safety of these intersections through the use of one way turns, bumpouts and alternative street closures. There need to be solutions that accommodate residents of the communities surrounding the area to ensure ease of movement in daily activities.

Signalized Intersections East/West of Woodroffe Avenue
The locations of the new signalized intersections in front of the current Kristy’s and by the Tim Horton’s were appreciated by many people in the community. People suggested that it wasn’t necessary for these to be traffic lights, but pedestrian crossings instead. Many people were in favour of the crosswalk at Lockhart, but some participants felt it would be safer West of Lockhart. There was discussion as to whether this area may be allowed an exception to the 200m rule between signalized crosswalks.

Close Cross Streets between Richmond Road and Byron Avenue
Mixed opinions were shared as to whether or not there should be closures of cross streets between Richmond Road and Byron Avenue. Some suggestions were made as to where potential closures could be done, but the discussion emphasized the importance of maintaining access points between Richmond Road and Byron Avenue. Windermere and Westminster Avenues were suggested as potential closures due to their proximity to one another. The idea of providing one access point between Richardson and Woodroffe was put forward, as long as it was 2 way and was signalized.

On-street Parking on Byron Avenue
Opinions on parking within the new design tended to support some on street parking on Byron Avenue, particularly for homeowners and renters who have limited parking available to them and for visitors. Concerns were risen about Byron Avenue and the surrounding streets becoming parking for people using the LRT during the day. It was suggested that if parking is approved on Byron Avenue, there should be a fee to encourage people to leave their vehicles at home. Some participants felt that the parking should be moved to Richmond Road, while others argued there was too much through traffic on Richmond Road. For the most part, community members were more concerned about there being sufficient parking than where it would be located.
BYRON LINEAR PARK
PEDESTRIAN CONNECTIVITY

Pathway in Park
Conversations about the pathway in the park provided information on what it was that people in the community really liked about the path and areas for improvement. Many people felt that the pathway should be predominantly for walking and should discourage fast cyclists. Some people felt that there should be no bikes, but most people were comfortable with the idea of children biking in the park. It was identified that this is an important route for families cycling with Chariots behind their bikes for their small children. Some of the characteristics that were identified by community members as being what they liked about the park and would like to see in the new design included: the meandering pathway, the shade and peacefulness of the trees, and the winter maintenance. Areas identified for improvement included addressing the drainage issues, creating safer street crossing at cross streets and the material of the pathway.

Sidewalks South Side of Richmond/North Side of Byron Avenue
Throughout the session there was discussion as to whether there was need for sidewalks on the South side of Richmond Road and the North side of Byron Avenue if there is a pathway running through the park. Approximately half of the responses said that there should be sidewalks, while half felt that it was redundant to include these sidewalks into the design. This group felt that extra sidewalks would decrease the amount of green space within the park. A few of the responses suggested that sidewalks on the South side of Richmond Road should be included in the design to accommodate people with mobility issues. One response suggested that if there was no sidewalk on the North side of Byron Avenue there should be a buffer between the road and the park.

Lighting
The discussion surrounding whether or not to light the path was predominantly positive towards installing lights. The majority of people expressed interest in having soft lighting at a pedestrian scale that would light the path, but not affect houses neighbouring the park. Suggestions were made of incorporating motion sensor lights and solar lights as well as the preferred height of these lights.

Types of Uses
Many people indicated that they use the park mostly for walking. They may walk the path en route to another destination, take their dog for a walk on the pathway, or go for a stroll with their children or friends. The importance of the park to the senior community surrounding it was emphasized, particularly in regards to the future design of the pathway in terms of width and surface material. A lot of people mentioned that they liked using this pathway because the trees provided shade and a sense of peacefulness. While many people were clear that they did not feel the pathway should be used for cycling, they were open to the idea of children using the pathway to learn to bike. The main use groups identified through this consultation appear to be dog walker, families with young children and the elderly.
Concept Development

Prior to the consultation, the design team developed three concepts for the park to present to the public. These concepts became the basis to understand the amount of activity that the community would like to see within the park. The following section provides the feedback that was heard throughout the consultation in response to the concepts presented: Passive, similar to the existing park; Interactive, where activity nodes are introduced; and Programmable Space, where the park is a series of active spaces.

Passive

Participants in the working session on Byron Park Renewal Concepts were very interested in maintaining the natural feel of the park. The park currently acts as a relatively quiet place to walk for exercise or to access different parts of the community. Comments were made about the love of the big trees and the effect they have on the community: improving air quality, blocking noise, cooling and habitat for birds. Suggestions were made to include more seating, particularly for the senior community that uses the space to exercise and gather with friends. The idea of activity nodes seemed to be acceptable to most, as long as the majority of the park remained passive.

Interactive

While a number of people commented that they would like the character of the park to remain as it is, when presented with the idea of a more interactive park there were a number of suggestions. The interactive park concept includes the idea of activity nodes. Comments suggested that the focus of these nodes be on all ages and include fitness stations, separate areas for dogs, public art installations, games and event spaces. While there was some interest in having children’s activity areas, many of the participants identified a number of other play areas that would make further children’s parks redundant. There was potential to have play areas for older children. It was suggested that the existing Farmer’s Market could be relocated or another added to an area that could accommodate more people. In addition to the suggestion of more benches, other park furniture such as animal proof garbage receptacles, drinking fountains and community information boards, both digital and analog were asked for.

Programmable Space

The concept of Byron Linear Park as a series of Programmable Spaces received varied feedback. While there were elements of programmable space that participants identified as being desired, the idea of the park being an active park that invites people from outside the community in was met with mostly negative comments. Participants noted that its proximity to homes could cause noise problems if large events were to be held on the site, and that the size of the park would not be able to accommodate a large number of people in one place. Suggestions of a small amphitheatre by community members was met with contrasting views from fellow community members. A place for food trucks and a larger farmer’s market were identified as examples of programmable space that the community was interested in seeing.
Public Art
There was interest expressed by many community members in incorporating public art into the park. A common suggestion was to emphasize the history of the park and neighborhood. Some of the ideas that came out of the discussions were to incorporate poetry on all-season panels written by local historical artists, include interactive art installations that can be used for play, and to provide a venue for art that incorporates sound such as an amphitheatre. Public art may be able to help create a stronger sense of identity in the community and create visible relationships between neighborhoods adjacent to the Byron Linear Park.

Play Spaces
Overall, much of the feedback regarding play spaces in the Byron Linear Park suggested that there were a number of children’s play spaces in the area and that it would be redundant to add another. The focus instead was on providing areas for interaction and play areas for all ages. Fitness stations, games areas, community gardens and specific areas for dogs were identified as elements that would be cater to the needs of many community members. A large portion of the participants said that they felt the park should remain a passive park for a variety of reasons including safety concerns of being between busy streets and the number of active parks in the vicinity. Better wayfinding to these parks were suggested to direct people to the variety of children’s activity parks found nearby as well as the Sir John A MacDonald Parkway.

Community Gathering Opportunities
The variety of opportunities identified by community members regarding play spaces for all age groups were consistent with the ideas expressed for community gathering opportunities. In addition to the interactive spaces expressed through discussions, a number of park elements to promote community gathering were identified. Seating areas that face each other were identified as an important passive way to bring people together. It is important that these seating areas have back rests and arms to encourage their use by seniors in the community. An outdoor café in proximity to the LRT stations was suggested, though a large number of participants felt that the current park offers an appropriate number of opportunities to gather, expressed through comments of maintaining a passive, natural park.

Sustainability
A large portion of the participants in the consultation emphasized the importance of reinstating the tree canopy as it exists currently and maintaining the natural feeling of the park. Opportunities were identified by the community to increase biodiversity and encourage sustainable practices, such as drainage bioswales. Suggestions were made to introduce a butterfly garden and wildflower meadows to decrease the amount of lawn and incorporate plant species that could provide opportunities to forage. A focus on native plants and climate change adaptable species was discussed as being an educational opportunity. In addition there was discussion of incorporating solar lighting, windmill trees and porous paving.
General Discussion Points
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. Some people expressed concern about traffic congestion (i.e. lack of additional roadway widening and loss of auxiliary lanes at the Richmond/Woodroffe intersection), and the impact which closing off additional connecting streets to Richmond Road may have on traffic infiltration and access to community destinations.

Items to Carry Forward
Items to be carried forward by the project team in finalizing the Complete Street design include:

- Addressing need for cycling connectivity on Byron Avenue across Woodroffe Avenue
- Location and spacing of proposed pedestrian cross-overs
- Placement and design of cycling facilities in the “transition” design east of Cleary Avenue
- Design of the Richmond/Cleary intersection and ensuring design provides for all modes accessing and transition through the Cleary Station area
- Integration with the Byron Linear Park revitalization
OVERALL THEMES

Natural
The trees and green space that Byron Linear Park provides to the surrounding communities is an important characteristic of the park. It became evident throughout the discussions that this natural feeling should be maintained in the park’s renewal. The design should reflect the character of the current park, while furthering the neighbourhood’s commitment to environmental sustainability through the incorporation of bioswales, meadowlands instead of lawn and climate change resilient species.

Demographics
It became clear throughout the consultation that there are a number of people from different age groups using the park. Families with young children will use the park to cycle from one place to another, school age children may use the park to walk to school and the prominent senior community uses the Byron Linear Park as a place to get exercise and gather with friends. While it was clear that the park should remain passive in character, the integration of activity nodes along the pathway was acceptable to many participants. The design should create spaces for gathering, fitness and resting that accommodate the different user groups identified in the community.

Uses
The park is used by a variety of people for different uses. The design of the park should reflect these uses and separate certain activities that conflict with others, both on the pathway and in the green space. Further discussions will be needed to ensure the design meets the needs of pedestrians as well as recreational cyclists. In addition, the design should consider opportunities for uses in all seasons as well as providing subtle lighting for evening use.

Roadways
The proximity of the Byron Linear Park to two roadways, Richmond Road and Byron Avenue raised some concerns over safety and potential traffic issues that may arise with the LRT station. The feedback provided from the consultation informed the design team of local perception of roadways and will help to focus design solutions. The park design should consider options to ensure the safe access of pedestrians and cyclists in to the park, while considering impacts on traffic in the nearby neighbourhoods.

NEXT STEPS

The Stage 2 LRT Richmond Road Complete Street and Byron Linear Park Renewal Consultation was successful in collecting information from the residents of the surrounding communities to understand how to create a park that maintains the elements that are enjoyed by the community currently, while encouraging use into the future. 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 design development of 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
APPENDIX

BYRON/RICHMOND VEHICULAR CONNECTIVITY

Close Byron at Woodroffe
- Keep the Woodroffe North to turn R to Byron as is now
- Cars will cut thru Lady Fatima if you close this
- Speeding on Knightsbridge if you close this
- Concern traffic would go to Anthony
- Do not close Byron west side
- Do not close Byron at Woodroffe east side
- Closing Byron at Woodroffe will cause more traffic on Anthony to get into the Woodpark Neighbourhood—we need a better intersection, 4 way lights
- More people will be cutting through church parking lot
- Speed factor on Knightsbridge between park and school
- Okay with that 2nd choice east bound only on west side
- Good to reduce traffic from Quebec
- NO!!!
- Close off at Lockhart
- With intensification on Richmond (condo) you need more car lanes (No, Don’t do this, NO!! arrows pointing to)
- Move bicycles to path near Parkway
- Make snow/ice clearing a priority to keep car lanes open
- Uber friendly roads (No!!—arrows point to)
- Move bicycles off of Richmond to Parkway (No!, No—arrows point to)
- Remember mobility challenged elderly need to drive to grocery, pharmacy
- Remember moms with kids to take to daycare
- Put electrical buses on Parkway, Richmond
- Enforce regulations for bicyclists to drive responsibly, lights, dress visibly
- Bump out traffic island on west side of Woodroffe (heading north) so cars stop overtaking to turn left (drawing)
- Keep Byron West (+3)
- Keep Byron East (+3)
- Keep Byron East open
- No! I live in Woodpark
- Yes—both east and west Byron is not a collector, it is a residential street
- Do not close Byron at Woodroffe west side
- Close the street (Byron)
- No—> Byron and Woodroffe (East Side) allows for traffic movement from the church and school to leave their parking lots. No houses on this side—not affected by traffic
- Close Byron west of Woodroffe—extremely dangerous

Close Cross Streets between Richmond and Byron
- Do not close the cross street exits
- Do not close Lockhart especially if close Woodroffe and Redwood
- No
- Okay for closure of Redwood but not Lockhart
- Need to consider traffic mitigation on Sherbourne if Byron closed
- Yes—too many illegal turn on from of Richmond Road
- No, closing of cross street exist west of Woodroffe
- Maintain same access from Richmond to Byron
- Space for farm stand? Make satellite market?
- No Theater at MacEwen
- Consider closing either Windermere or Westminster, they are side by side
- Leave one open between Woodroffe and Richardson. Make it 2 way. Put it near the station. Put in lights. One west dual direction near New Orchard Station. Sort of close the road
- Close Richardson off at Byron/Richmond—it has become a boulevard already!
- Close them all (I almost got hit by illegal turn from Richmond Road three times)
- Put all bike lanes on Byron as safer for everyone
- Extend Sherbourne to Richmond Road to reduce need for other cross streets (with stop lights on Richmond—added)
- No! Add crosswalks/lights and enforce cars who do not look for pedestrians when turning. City should do blitzes on that issue
- No passenger drop off at New Orchard within Woodpark.
- Encourage drop off from Richmond Road.

Signalized Intersection East/West of Woodroffe
- Yes one at Lockhart
- Need to decrease flow to park and ride via Sherbourne
- Why not move this drop zone to Richmond?
- At Tom’s traffic light will help
- Difficult to cross at Kristy’s/RPCPC

Pedestrian crossings are needed, not full traffic lights that slow traffic on Richmond-->rerouted to Byron
- West (+3)
- East (+5)
- Have selected connections between Byron and Richmond controlled by stops lights/4 way stop

On-street Parking on Byron
- Is there a way to keep parking for homeowners/renters and their visitors (ie meals on wheels etc.) but not parking by people leaving cars every day and using the train on street Byron
- Lots of apartments with little visitor parking (Good point!, Great Point!—arrows pointing to)
- Supportive of on-street parking
- Concerned that demand will increase—used as park and ride
- Ensure that parking is not close to people’s driveways. It can be hard to see out when cars are parked outside of Ukrainian Church right beside the driveways.
- Need less at Golden and more of space where no parking is allowed is closed to intersections from Richmond Road to Byron
- Continue NO Parking on Byron west of Woodroffe
- No Parking. Require apartments to have sufficient parking for their residents and visitors
- We need to keep parking on Byron
- No put it on Richmond Road
- Keep parking on Byron
- Just ensure lots of parking on either Richmond or Byron
- Keep parking on Byron–Richmond Road too much thru traffic
- No parking on Byron
- Yes on the side in front of the houses in south
- No. Create parking on Richmond Road (No—more space on Byron—arrows pointing to)
- No, it defeats transit initiatives
- No. It will become a park and ride

PEDESTRIAN CONNECTIVITY

บาทยอน/นิคตัน البعด้านเชิงทาง

ออกบาทยอนที่ Woodroffe
- ลีปธีดานเรื่องที่จะถูกตัดต่อไปที่ Ermitage Road ที่จะส่งผ่าน traffic ถ้าเกิดการฟื้นคืน
- Yes, I live in Woodpark
- Close Byron West of Woodroffe—extremely dangerous

Close Cross Streets between
Richmond and Byron
- Do not close the cross street exits
- Do not close Lockhart especially if close Woodroffe and Redwood
- No
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- No. It will become a park and ride

Plan Notes
- Wawell signalized
- Maintain as is (+3)
- Byron Parking (+1)
- Maintain Access at Lockhart (+1)
- Move park and drop off to Richmond
- Keep Sherbourne closed (+4)
- Allow partial closure Byron east (+3)
- Keep Byron open (+5)
- Byron east bound only (+2)
- Traffic calming at Sherbourne
- Dual access at Allison
- Richardson—high level of use
- Illegal turns southwest off of Richardson
- Keep Byron open (+1)
- Trees to shade/block New Orchard Station
- Open intersection at Redwood
- Bike Lane in park or south side
- No on-street parking on Byron (+2) for residents
- Street bumps/raised intersection
- Potential to close Lockhart
- Pockets of parking on Richmond

BYRON LINEAR PARK PEDESTRIAN CONNECTIVITY

Pathway in the Park
- Extend pathway to the bridge
- Mostly pedestrians
- Not bikes (+3)
- Trees and flower beds
- Emergency phones
- Allow bikes
- No (arrow to comment above)
- Keep pathway in woodpark we all it Alex’s exercise path because it zig zags double distance one way in comparison to the street (Alex=Alex Cullen)
- Change the slopes of the park to allow the path to drain properly
- Rubber/foam path—discourage bikes and skateboards
- Need to have bike lanes (separate from pedestrians)
- Need trees and shade
- Yes, for pedestrians only
- Evergreens
- Peaceful
- Good drainage
- Access in winter at ends of streets (Lockhart example)
BYRON LINEAR PARK CONCEPTS

Types of Uses

Passive

- Keep green space/no big fancy art (x2)
- Keep trees (need lights) (x2)
- Keep area for people to walk their dogs (+1)
- Keep stagnated steering
- Keep snow removal activity as is (x2)
- Keep trees/benches (+1)
- Keep it simple (x2)
- Walking space (+1)
- Safe, pedestrian friendly (x2)
- Senior friendly (more benches) (+1)
- Canopy of trees (x2)
- Prefer natural space–lots of bird life now–NB to maintain environment (+1)
- Enjoying nature is not only a “passive pursuit”
- Apartments need more info/not getting it from community centres
- Natural landscapes
- Green space than benefits the environment: noise, cooling, air quality.
- Tranquil
- Green
- Walking path, benches, trees. Nothing else. 4M
- Lighting - low level

Interactive

- How are you going to reinstate a tree canopy?
- What about maintenance because may collect water
- Bike path could be better
- Maybe include space for children’s choir
- Checker boards
- Like water features (+1)
- Include a digital interactive space where people can on an ipad or a digital board to learn about events going on in the area or in Ottawa (x2)
- Need more water drinking fountains (x3)
- Have interactive fitness station (+1)
- More environmental features (garbage and recycling bins) (+1)
- Seating, places to pause and visit
- Large chess or checker boards
- More flowers/flower beds (+1)
- Need dedicated space for families—the park has become a dog park (+1)
- Open space–picnics?
- These concepts are not 4 seasons
- Use the path frequently to walk “walking highway”
- Parking spaces needed—put on Richmond
- Include foam based path or rubber
- WiFi
- Fitness
- Need a dedicated dog park (fenced in) on Richmond Road near the Keg
- Communal gardens
- Fitness stations

Programmable

- Keep farmer’s market (x2)
- Busker space/event (+1)
- Bigger connection with City of Ottawa events (+1)
- Keep farmer’s market and move it to further west there is more space for vendors (+1)
- Community newspaper. Digital and Analog
- Food trucks
- Yoga
- Chess
- Exercise stations
- Extension of New Orchard Park (Wood Park) onto west of station as an active park

Notes

- Conflict of space (dogs)
- How long is the park space? Wide?
- Use cobble stone not asphalt in the park
- Redesign park so it’s linear and not winding
- Woodpark consultation
- Traffic noise how will this impact what park you can have?
- Noise mitigation measures needed so people can enjoy the park
- No sidewalks at the park edges
- Bikes on Byron?

Plan Notes

- Active at McEwen Park

BYRON LINEAR PARK PROGRAM OPPORTUNITIES

Public Art

- Yes, include public art
- Local history
- Music/sound
- Bandshell/amphitheatre (x2)
- Noise concerns (comment on comment above)
- Active art (musicians, artist live)
- All seasons
- Durable public art (+1)
- Create quiet areas (through planting)
- White noise–fountains
- That kids can play in (comment to above)
- Some separation from Richmond (block out noise)

Plan Notes

- Extend Byrom Park to the bridge (Richmond Road to Carling Fields to Carling)
- Keep right hand turn onto Byron East from Woodroffe
- Problem area at Woodroffe and Knightsbridge
- Green street on Lockhart
- Problem intersection for pedestrians/cyclist crossing Woodroffe on parkway pathway.

Lighting

- More light (it’s too dark at night) (x2)
- Yes, more light (x2)
- Direct lighting not flood
- No lighting (or minimal–people live next to this)
- 1 meter high lights to show path
- Motion sensor
- Solar
- Yes, more light at night
- Dynamic lighting that changes through the night and fades in the wee hours
- For path, yes
- Pedestrian scale lighting
- YES – people walk on Byron because they can’t see in park
- Yes
- Yes
- Train schedules (late night drop off)
- Scale of lights [pedestrian]
- Solar lighting

Sidewalks South Side of Richmond/ North Side of Byron

- Yes (+1)
- Neither are needed–use the park
- South side of Richmond yes
- Not needed
- Not needed (+1)
- Wide enough for the disabled (wheel chairs)
- Yes (to comment above)
- Not needed as long as pathway extends past
- Good! Needed
- Need buffer from traffic
- Richmond Yes, Byron-No, no need
- Bike lane on Byron-not Richmond
- Yes to sidewalks south side
- Byron – make smaller
- Path has to be cleared if acting as sidewalk
- Pedestrians (+1)
- School children biking
- If there are bike lanes on Richmond, keep the bikes off the park
- Dangerous for families (arrow pointing to comment above)
- No bikes–use parkway
- Too fast (arrow pointing to comment above)
- Bike lane on Byron
- Dogwalker on leash
- Bikes–no pathway
- No bike lanes on north side of Richmond–driveway hazard
- Gathering/conversational areas
- WiFi
- Food trucks
- Family Cycling
- Wheelchairs/scooters/walkers
- Family fitness
- Summer cooling
- No bikes
- Walking - to Westboro and beyond; to Lincoln Fields; to Parkway, etc.
- If Byron Ave was narrower it could be more bike friendly (no need to bike on walkway)
- Lots of older people use the pathway to walk their dogs and rest with tem at the benches
- Safe place for kids to bike
- Walking
- Meet and chat
- People watching
- Trees (for air quality, cooling and calming)
- Dog walking
- Dog walking
- Walking
- Kids going to school and activities
- Kids on bikes
- Families towing chariots on bikes
- Strollers
- Parents with kids in cycle trailers (Rep from Carlingwood Association)
- Winter use–plan landscaping re: drainage

Plan Notes

- Crossings cross streets–need to match desire lines
- Funnel people to safe crossing at cross streets
- Visual cue to vehicles to watch for pedestrians (interlock)
- * Need ++ lots of greenery around New Orchard Station
- Critter proof garbage bins
- Better aligned with where people walk (crossings)
- Meandering
- Bike locks at nodes
- No bicycles (+1)
- No motorized wheelchairs
- Windmill trees (like in France)
- Meandering
- Flat surface
- Has flooding issue
- Cleared pathway (snow storage)
**Play Spaces**

- Dog walking (×2)
- Butterfly garden (between New Orchard and Woodroffe)
- Bike parking
- Yes Bandshell/Amphitheatre
- No (to comment above)
- Find a better place for market (bigger space)–Woodroffe
- Lighting
- Path drainage
- Outdoor Café near Cleary
- Parking
- Yes, passive, not bandshells
- Difficult to have activities because of existing traffic
- No
- Large tree should be planted in linear park
- Maintain canopy of trees
- More benches for seniors
- More water fountains
- No entrance sign because we don’t know who we are (McKellar Park? Carlingwood?)
- Yes
- Passive use like today
- Pathway through linear park should have lines
- For kids and trailers
- Meandering path through park
- Expand farmer’s market–longer, more vendors—make 3 parts?
- More benches, picnic tables
- Community gardens (×1)
- Tiny ampitheatre near station
- Too noisy for this (comment on comment above)
- Keep green!
- Pedestrian lighting
- Coffee vendor
- Food trucks/cart
- Want linear pathway to stay
- No
- Benches and seating areas
- Can plant indigenous planting for foraging would attract birds
- Walnut, butternut–treenut.ca
- Educational opportunity
- Harvest for food bank

**RICHMOND ROAD**

- Overall Cross-section and Alignment
  - Cyclists– increase access to river parkways paths. Make one for commuter cyclists only
  - Maximize car traffic, ensure parking on Richmond or Byron
  - Sidewalks on both sides of Richmond
  - West end cyclists: add access to Richmond from both sides of Parkway (NCC paths)
  - East end: Where do cyclists go to connect to Parkway/Scott

**Appropriate Location of Pedestrian Crosswalks**

- None
- Lockhart Avenue
- Wawel and Windermere for bus access

**Additional Concerns**

- Maximize vehicle traffic flow
- Discourage cross town traffic from using Richmond
- Slip land at Tim’s and Tops Wash
- pedestrian crossings

**Roll Plan Comments**

- Concern about cycle lane on North side of Richmond Road–better to have two directional on south side
- Better still, have bike lanes on Byron instead.
- Support unidirectional bike lanes
- Add a full traffic light at Anthony and Woodroffe
- Please don’t close Byron West at Woodroffe
- Turns in and out of businesses a concern

**Plan Notes**

- Views out from Cleary Station
- Café space (outdoor seating)
- Public art–history
- Green space in front of school at Byron and Woodroffe
- Permeable paving
- At Byron and Woodroffe– allow access occasionally for events (food trucks, music)
- Skate park (away from residents)
- Better place for market (Byron and Woodroffe)
- Picnic tables (ADA) near Tim’s
- Play area near Tim’s
- Need for park space near Tim’s
- Play area near New Orchard station
- Community gathering in McEwen Park
- Community gardens in McEwen Park -- and possible market
- No theatre in McEwen Park
- Need to promote cycle use of pathway
- Cycling should be on Byron not on both sides of Richmond Road
- No bicycles on pathway in park after cycle tracks implemented on Richmond Road
- New Orchard Park too small -- extend treatment further
- Expand New Orchard playground

**Sustainability**

- Natural environment (×1)
- More trees (×3)
- Natural (×2)
- No lighting in natural spaces
- Curving paths (keep bikes slower)
- Shade (large trees)
- Direct paths (Pedestrians and Cyclists separate)
- Deciduous trees with shade canopies
- Drainage swales
- Diversity of planting
- Native trees–suitable to climate
- Some large trees in initial planting
- Not just grass–wildflower meadows
The great cities of the world (eg. Stockholm, Boulder, etc.) Need to have uni-directional bike lanes on Richmond Road. Cars! Don’t totally choke the traffic! We’re having thousands of transit users, motorists and goods movement. Motorists and Your complete street says priority is for cyclists, pedestrians, considering closing certain feeder streets to Byron. I think bumps for the numerous speeders along Byron; Minimize for pedestrians, bicyclists, etc. with lighting and speed as much passive greenspace as possible; Ensure safety I did not realize that you would be digging up Byron Linear Broadview and Churchill. going to the SJAM and for children going to schools such as of Richmond Road and create easier access for people help conect the McKellar Park community on both sides. Sometimes if we want to head west out of our community we regularly use Byron to get to and from home. It is difficult - i.e. we only can access it by Woodroffe Avenue, and only by solution for Woodroffe North residents to use Byron and be able to turn west onto Richmond Rd. off of Byron. 3) Remove it. 4) 1) after having experienced several near misses and confrontations over the past years, install a "STOP" sign on Byron avenue at Richardson Ave. before someone gets hurt or killed. 2) while trying to merge into the east bound traffic lane onto Richmond Rd., while facing north on Richardson Ave., there is a city planted tree, a Colorado Blue spruce, just west of this intersection, that almost completely blocks the drivers clear view. In several years from now it will be a total block... 3) move it, or 2) remove it. 3) After living over 30 years on Richardson Ave. it has become a similar situation as #3, Ancaster Ave. is also used to access Richmond Rd., head north to Lawn Ave., then on to Flower Ave., to access Richardson Ave. for children going to schools such as head north to Lawn Ave., then on to Flower Ave., to access Richardson Ave. for children going to schools such as of Richmond Road and create easier access for people help conect the McKellar Park community on both sides. Sometimes if we want to head west out of our community we regularly use Byron to get to and from home. It is difficult - i.e. we only can access it by Woodroffe Avenue, and only by solution for Woodroffe North residents to use Byron and be able to turn west onto Richmond Rd. off of Byron. 3) Remove it. 4) After having recently attended several meetings regarding the above mentioned subject we would like to express our concerns within our neighborhood regarding traffic. 1) after having experienced several near misses and confrontations over the past years, install a "STOP" sign on Byron avenue at Richardson Ave. before someone gets hurt or killed. 2) while trying to merge into the east bound traffic lane onto Richmond Rd., while facing north on Richardson Ave., there is a city planted tree, a Colorado Blue spruce, just west of this intersection, that almost completely blocks the drivers clear view. In several years from now it will be a total block... 3) move it, or 2) remove it. 3) After living over 30 years on Richardson Ave. it has become a similar situation as #3, Ancaster Ave. is also used to access Richmond Rd., head north to Lawn Ave., then on to Flower Ave., to access Richardson Ave. for children going to schools such as head north to Lawn Ave., then on to Flower Ave., to access Richardson Ave. for children going to schools such as 3:30 and 5:00 pm to see that. Reduce this neighborhood to a park, then take an alternate route west...not very convenient, on the environment. 2) Byron linear park: would be great to improve both east and west walking paths - a few less twists and turns in the path - it doesn't feel natural. I do like the idea of keeping it simple - trees, big rocks, benches, maybe some bat houses, bird houses, a few feeders (but not too many). Not a children play area - they can play in the many parks in and around our home, not on the walk! Let's keep it classy, not tacky with play structures. Keep as natural as possible. 3) Cycling: both my husband and I cycle to and from work. He uses Byron as it is not as dangerous as Richmond Road. Please do not make a multi directional bike path along Richmond Road as was done on O’Connor! I work at L’Esplanade Laurier and I do not feel safe on the bike path on O’Connor. I don’t know if I would ever feel safe cycling in a bike lane on Richmond Road. Why not move it to Byron Ave - less traffic, cars tend to move slower.

Thank you for reading this.

SUBJECT: Traffic –Richmond Road Complete Street Byron Linear Park Renewal After having recently attended several meetings regarding the above mentioned subject we would like to express our concerns within our neighborhood regarding traffic. 1) after having experienced several near misses and confrontations over the past years, install a “STOP” sign on Byron avenue at Richardson Ave. before someone gets hurt or killed. 2) while trying to merge into the east bound traffic lane onto Richmond Rd., while facing north on Richardson Ave., there is a city planted tree, a Colorado Blue spruce, just west of this intersection, that almost completely blocks the drivers clear view. In several years from now it will be a total block... 3) move it, or 2) remove it. 3) After living over 30 years on Richardson Ave. it has become a similar situation as #3, Ancaster Ave. is also used to access Richmond Rd., head north to Lawn Ave., then on to Flower Ave., to access Richardson Ave. for children going to schools such as head north to Lawn Ave., then on to Flower Ave., to access Richardson Ave. for children going to schools such as...
the Corridor will increase forcing more traffic on Byron and Woodroffe. I also see increased numbers of residents (including children and seniors) living South of Richmond trying to cross the Richmond Byron Corridor to the LRT Stations and the future SJAM Linear Park North of Richmond; and residents living north of Richmond trying to cross the same corridor to Carlingwood SC and Woodroffe School. South of Richmond. Also, Cyclists who live south of Richmond will need to use either the Cleary or New Orchard corridor to access the future SJAM Linear park as Woodroffe North is too dangerous a corridor. It therefore make sense to incorporate the needed changes now rather than wait another 50 years before they will be addressed in the future

Hello
I was wondering if you could pass on a suggestion to the planners of this development; would they please keep in mind light pollution. I hope I will still see the night sky after the train is up and running.

thank you for your time

Comment: I attended the public consultation held at the Ukrainian Church on Byron on November 15 and here are my comments/reactions to the proposed ideas presented.

Richmond Road:
1. As a pedestrian and cyclist, I really like the complete street idea for Richmond Rd. The complete street concept as implemented for Churchill Ave is terrific and I would like to see it replicated on Richmond.

2. Byron Avenue:
I am strongly in favour of not providing for ad hoc or other parking along Byron Ave. When the complete street redesign is completed (including for the Westboro Farmers’ Market), Byron should be a curbed street of normal width. As for the Farmers’ Market, my idea (expensive, I know) is to buy out the Rogers property and put parking for the market in that location. There is already a pedestrian crosswalk there to allow access to the market across Richmond Rd.

3. Linear Park:
Three options were presented for how the linear park should be completed after construction. I am strongly in favour of the passive park idea with a walking path winding down the middle much as it does now (perhaps with benches and some lighting but nothing more). That is the way it is now and as a walker who uses it a lot, I like the simplicity. I would be very upset if we turn it into yet another location where city festivals or other city activities can spill into. We have enough such venues, let’s have a park where trees and nature rules, not man-made interventions (plus it’s cheaper to reconstruct). Of all the points I’ve made here, I feel most strongly about this.

4. Richmond Road/Woodroffe Ave/Bryan Ave intersection
As we all agree, this double intersection is a mess as it currently is configured. I am in favour of closing access to Byron by cars travelling along Woodroffe and trying somehow to make crossing Woodroffe easier for pedestrians and cyclists travelling in either direction along Byron. Although probably outside the scope of this study area, I would love to see the bicycle path contemplated for Richmond Rd as part of the complete street design be continued northward on Woodroffe to the Parkway with some kind of crossing of the parkway to allow easy access to the path along the river.

5. Streets crossing Byron Avenue:
I have no strong feelings about this. If we can get away with a smaller number of streets crossing Byron, that would be fine. I wouldn’t want to see more streets crossing Byron.

Hello,
I was at the meeting last week at the Ukrainian Hall, and spoke up plus wrote things on charts, about having more public poetry. I do have this example below from a trip I made to Germany last November. What you see was a trail side marker as I climbed up to a castle near Stuttgart. I also said that there’s a park/Esplanade on the Lower West side of Manhattan (called Battery Park City) which has wonderful lines of poetry engraved on fence rails, the rim of a small lily pond, even around a fountain, and also many different sculptures including some very small and very playful small sculptures by Tom Otterness that would engage both children and adults.

I did find this link to some of what inspired me: bpcparks.org/whats-here/public-art

But I’m sure there are many other good examples that could get Ottawa artists and citizens revved up! I hope there will be some budget included for public art in this reconstruction project.

Thanks

Greetings.
Thanks to all who arranged and participated in the consultation Tuesday evening. It was very difficult to express coherent feedback at the session itself, so I’m sending a few comments here:

1. To the topic of Byron Linear Park’s mission and design, I’m encouraged that planning recognizes the importance of engaging with other urban activities and assets. In particular, the design must continue to plan for maintaining open park space over Cleary station to link the city’s Byron Linear Park to the NCC’s Sir John A Macdonald Parkway Linear Park now in development. This open space will contribute synergistically to both these parks, and will be vastly more valuable — for generations to come — than any brief intake of revenue the city could get by shortsightedly squandering this 747 Richmond Road parcel for re-development. By retaining this open space linkage, the overall design invites the kind of shared programming and city-wide activities that are so inspiring about this unique opportunity.

2. It is fundamentally misguided to separate planning for Byron Traffic Calming from that for the Richmond Road Complete Street. Residents have repeatedly and emphatically extolled and that these must be done in tandem, and yet plans are now so disjoint that the current design has three motor vehicle lanes (two on Richmond Road and one one shared between directions on Byron Avenue) and five bicycle lanes (two on Richmond, two advisory lanes on Byron, and a multi-use path on Byron Linear Park for “casual” bicycling). Please, please do not waste park space to create such absurd redundancy in this narrow corridor. Much more responsible would be two dedicated, grade-separated bicycle lanes, one on each side of Byron Linear Park, with crossover to/from Richmond at Golden.

3. The geography of some of this area makes a bicycle lane on the north side of Richmond dreadfully treacherous for bicyclists. That’s because the slope of the lanes ways onto Richmond is so steep, and the planned setbacks so short, that no amount of re-grading can make it physically possible for a motorist to turn onto Richmond without pulling over and stopping on that proposed bicycle lane. This is already a problem for the (too narrow) sidewalk on that side, but faster-moving bicyclists will be even more vulnerable. (This is not a problem if the above suggestion is followed to put the bike lanes on either side of Byron Linear Park, but if that is not adopted, there must be some other plan that removes the bike lane from the north side of Richmond to mitigate this danger.)

4. It’s a very good idea to reduce the number of side streets that cross Byron Linear Park (that is, linking Byron Ave and Richmond Road). Particularly conspicuous is the Westminster and Windermere pair, only one block apart. It doesn’t seem to matter which of those two should remain, but surely not both.

Thank you for the information presented at the consultation and for this opportunity to offer feedback.
<table>
<thead>
<tr>
<th>Close Byron at Woodroffe</th>
<th>Close Cross Streets Between Richmond and Byron</th>
<th>Signalized Intersection East/West of Woodroffe</th>
<th>On-Street Parking on Byron</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes - both east side a work</td>
<td>Close Richmond off at Byron/Richmond - It has become again normal</td>
<td>No change in order. Keep off Woodroffe</td>
<td>No change in order. Close Byron at Woodroffe</td>
</tr>
<tr>
<td>Do not close Byron at Woodroffe</td>
<td>Close than all</td>
<td>Close than Woodroffe</td>
<td>Close than all</td>
</tr>
<tr>
<td>No drop off for passengers</td>
<td></td>
<td>No pass drop off at Richmond</td>
<td>No drop off for passengers</td>
</tr>
<tr>
<td>Restrict/Limit non-resident traffic through Woodroffe</td>
<td>No pass drop off at Richmond</td>
<td></td>
<td>No pass drop off at Richmond</td>
</tr>
</tbody>
</table>

Additional notes: Keep Woodroffe | Close Bryon at Woodroffe | Open Byron | Keep Woodroffe |
# Byron/Richmond Vehicular Connectivity

## Close Byron at Woodroffe

- With intensification at Richmond (Centex), you need more on-lane parking - have discussions with Transport Ottawa.
- Make sure there is a possibility to keep cars lanes open.
- Ubber-friendly sounds.
- More signals at Richmond & Parkwy.
- Remember people are ID-challenged, elderly, and slow to change lanes.
- Put electrical buses on Richmond, Richmonds, and improve green spaces for pedestrian/cycling.
- There is no parking on Woodroffe.
- Traffic island at Woodroffe.
- Bump-out traffic island on west side of Woodroffe.

## Close Cross Streets Between Richmond and Byron

- Maintain some access from Richmond to Brampton.
- Don’t do this.

## Signalized Intersection East/West of Woodroffe

- Tim’s traffic light will help.

## On-street parking on Byron

- We need to keep parking on Byron.
- No on-street parking on Richmond Road.
- Keep parking on Byron.
- Keep parking on Byron - R.R. thru traffic.
- No parking on Byron.

## Byron/Richmond Vehicular Connectivity

<table>
<thead>
<tr>
<th>Byron/Richmond</th>
<th>West of Woodroffe</th>
<th>East of Woodroffe</th>
<th>West of Richmond</th>
<th>East of Richmond</th>
</tr>
</thead>
<tbody>
<tr>
<td>Close Byron</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
</tr>
<tr>
<td>Close Cross Sts</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
</tr>
<tr>
<td>Signalized</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
</tr>
<tr>
<td>On-street parking</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
<td>No parking</td>
</tr>
</tbody>
</table>
BYRON/RICHMOND VEHICULAR CONNECTIVITY

CLOSE BYRON AT WOODROFFE
- Do not close cross street exits.
- Do not close lockhart or woodroffe at richmond and byron.
- Concern traffic would go to anthony.
- Do not close byron west side.
- Do not close byron c woodroffe east side.

CLOSE CROSS STREETS BETWEEN RICHMOND AND BYRON
- Keep the woodroffe park to former byron as is now.
- Cars will cut thru lady fatima if you close this.
- Speeding on knightsbridge if you close this.

SIGNALIZED INTERSECTION EAST/WEST OF WOODROFFE
- Is there a way to keep parking for homeowners/renters and their visitors (i.e. meals on wheels etc.) but not parking by people leaving cars every day using trains on pitt byron.
- Lots of agts with little visitor parking.
- Supportive of on-street parking.
- Concerned that demand will increase but used as park-n-ride.

ON-STREET PARKING ON BYRON
<table>
<thead>
<tr>
<th>PATHWAY IN PARK</th>
<th>SIDEWALKS SOUTH SIDE OF RICHMOND/ NORTHEAST SIDE OF BYRON</th>
<th>LIGHTING</th>
<th>TYPES OF USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>meandering</td>
<td>path has to be cleared if acting as sidewalk.</td>
<td>train schedules Scale of lights - pedestrian Solar lighting.</td>
<td>Parents w/ kids in cycle trailers - Cadbywood Assoc.</td>
</tr>
<tr>
<td>flat surface.</td>
<td></td>
<td></td>
<td>Winter use - plan landscaping re drainage.</td>
</tr>
<tr>
<td>flooding issue.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>cleared pathway. (snow storage)</td>
<td></td>
<td></td>
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<tr>
<th>PATHWAY IN PARK</th>
<th>SIDEWALKS SOUTH SIDE OF RICHMOND/ NORTHEAST SIDE OF BYRON</th>
<th>LIGHTING</th>
<th>TYPES OF USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>critter proof garbage cans</td>
<td>Byron smaller</td>
<td>Yes</td>
<td>Dog walking walking</td>
</tr>
<tr>
<td>better aligned w/ where ppl walk.</td>
<td></td>
<td></td>
<td>Kids going to school &amp; after school activities</td>
</tr>
<tr>
<td>meandering</td>
<td></td>
<td></td>
<td>Families towing chariots on bikes</td>
</tr>
<tr>
<td>bike locks &amp; nooks.</td>
<td></td>
<td></td>
<td>Strollers.</td>
</tr>
<tr>
<td>No bicycles.</td>
<td></td>
<td></td>
<td>Windmill trees (France)</td>
</tr>
<tr>
<td>No motorized wheelchairs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TYPES OF USES</td>
<td>NORTH SIDE OF BRYON SIDEWALKS SOUTH</td>
<td>PATHWAY IN PARK</td>
<td>SIDEWALKS SOUTH SIDE OF RICHMOND/ NORTH SIDE OF BYRON</td>
</tr>
<tr>
<td>---------------</td>
<td>-------------------------------------</td>
<td>----------------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td>Family Cycling</td>
<td>Family Cycling</td>
<td>-no bikers</td>
<td>Dynamic lighting that changes through the night and fades in the wide hours for night.</td>
</tr>
<tr>
<td>Summer Cooling</td>
<td>- no bikers</td>
<td>- walking - the sidewalk should be wider and not with仨 the barrier for bike riders</td>
<td></td>
</tr>
<tr>
<td>Family Walking</td>
<td>- walking - the sidewalk should be wider and not with仨 the barrier for bike riders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Summer Walking</td>
<td>- walking - the sidewalk should be wider and not with仨 the barrier for bike riders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Traffic</td>
<td>- walking - the sidewalk should be wider and not with仨 the barrier for bike riders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biking</td>
<td>- no bikers</td>
<td>- walking - the sidewalk should be wider and not with仨 the barrier for bike riders</td>
<td></td>
</tr>
<tr>
<td>Socializing</td>
<td>- people watching</td>
<td>- people watching</td>
<td>- people watching</td>
</tr>
</tbody>
</table>
 Byron Linear Park Pedestrian Connectivity

Types of Uses
- Picnics
- Dog walks
- Art displays
- Playgrounds
- School children
- Concerts
- Fishing
- Jogging
- Biking
- No bikes use

Lighting
- Solar
- Motion sensor
- To show path
- Street lights
- More street lights
- 12 hour timer
- Motion sensor
- No motion

Notice
- No alcohol
- Dogs must be on a leash
- Use trash cans
- No trash

Pathway in Park
- North side of Byron
- South side of Romond
- Most of Romond
- All of Romond
- Notice of closure
- Take a minute before exit

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**BYRON LINEAR PARK CONCEPTS**

**PASSIVE**
- Turn off Creek
- Walkway, pathways, benches
- No Unsuitable trees or plants
- Lighting - low level

**INTERACTIVE**
- Poetry is the area in front of local artists on panels that are weatherproof
- Recreational biking
- Squash
- Netball
- Richmond Road
- Full nodes for kids
- Natural, not public funded

**PROGRAMMABLE**
- Yoga
- Chess
- Exercise stations
- Extension of newly added park
- Wood family
- North
- Station
- As an active park

**COMMUNITY GARDENS**
- Renovated and new
- Need a deck or pergola
- Need a quality
- Noise
- Fitness
- Culture
- Street
- Induce traffic, local planning

**THE ENVIRONMENT**
- Great spaces
- Air quality
- Coolness
- Noise
- Fitness
- Culture
- Street
- Induce traffic, local planning

**Green space**
- Los Angeles park
- The park
- Not suitable
- Not suitable
- Not suitable
- Not suitable
- Not suitable
- Not suitable
BYRON LINEAR PARK CONCEPTS

PASSIVE
- Keep green space, no big fancy art
- Keep trees (need lights)
- Keep area for people to walk their dogs
- Keep grassed seating
- Keep natural activity (birds)
- Keep trees/bushes
- Walking space
- Safe, pedestrian friendly
- Senior friendly (more benches)
- Canopy of trees
- Prefer natural space—lots of bird life, now—NB to maintain environment and enjoying nature in hotels

INTERACTIVE
- Like poolside beach space for kids
- Maybe include children’s chair
- Chess board like water features
- Include on digital interactive space where ppl can scan an art print or a digital board to learn about events going on in the area or in Richmond
- Need water drinking Fountain
- More environmental features
- More recycling bins

PROGRAMMABLE
- Keep Farmer's market
- Busker space event
- Bigger connection with City of Richmond events
- Keep farmers market and move it to further west where there is more space for vendors

Community news board
Digital and analog

Use the park frequently to walk "walking highway"
- Parking spaces needed
- Outfit on Richmond Rd
<table>
<thead>
<tr>
<th>PUBLIC ART</th>
<th>PLAY SPACES</th>
<th>COMMUNITY GATHERING OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>poetry + sculpture incorporated a la Battery/ Hudson River Park</td>
<td>splash pad (fencing)</td>
<td>expand Farmers' Market - longer, more vendors</td>
</tr>
<tr>
<td>interactive art for all ages</td>
<td>skateboard park</td>
<td>? make 3 parts</td>
</tr>
<tr>
<td>trees perennial flowering trees</td>
<td>trees</td>
<td>more benches, picnic tables</td>
</tr>
<tr>
<td>lighting</td>
<td>exercise equipment for all ages lighting</td>
<td>community gardens</td>
</tr>
<tr>
<td>bench w/ Alan Cullin’s name</td>
<td>expand playground near new orchard</td>
<td>tiny amphitheater (keep green!)</td>
</tr>
<tr>
<td>do not duplicate play areas already in existence</td>
<td></td>
<td>pedestrian lighting</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Coffee Vans, food trucks/cart</td>
</tr>
</tbody>
</table>

BYRON LINEAR PARK PROGRAM OPPORTUNITIES
<table>
<thead>
<tr>
<th>PUBLIC ART</th>
<th>PLAY SPACES</th>
<th>COMMUNITY GATHERING OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Some; with history &amp; what it means</td>
<td>Limited; enough parks in the 360 seaside location</td>
<td>Yes, passive, not Undesirable</td>
</tr>
<tr>
<td></td>
<td>Close proximity to local parks</td>
<td>Difficult to have activities because of traffic</td>
</tr>
<tr>
<td>BYRON LINEAR PARK PROGRAM OPPORTUNITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PUBLIC ART</strong></td>
<td><strong>PLAY SPACES</strong></td>
<td><strong>COMMUNITY GATHERING OPPORTUNITIES</strong></td>
</tr>
<tr>
<td>- Yes in wording public nat.</td>
<td>- Fencing for play spaces.</td>
<td>- Natural amenities</td>
</tr>
<tr>
<td></td>
<td>- Adult Play/Sports stations</td>
<td>- Native trees</td>
</tr>
<tr>
<td></td>
<td>- Demo Graphic is on-deck.</td>
<td>- Native vegetation</td>
</tr>
<tr>
<td></td>
<td>- Some play</td>
<td>- Butterfly habitat</td>
</tr>
<tr>
<td></td>
<td>- Community gardens ✓</td>
<td>- Landscape features</td>
</tr>
<tr>
<td></td>
<td>- Community involvement</td>
<td>- WALKING ✓</td>
</tr>
<tr>
<td></td>
<td>- Natural - Plant/wildlife perimeters</td>
<td>- Biking</td>
</tr>
<tr>
<td></td>
<td>- Skate Parks</td>
<td>- Extra bike paths</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Extra pedestrian pathways</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Pruning and planting trees</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Maintenance</td>
</tr>
</tbody>
</table>

**NOTES:**
- Some selection from Planning
- Bike and pedestrian pathways
- Community gardens
- Natural amenities
Image References

[1] Public Consultation Presentation  
City of Ottawa (2016) Public Consultation Presentation [Personal image]

[2] Byron Linear Park Aerial  

[3] Park Crosswalk  
CSW (2016) Parc du Sentier-de-l’ile [Personal image]


[5] Biking Kids  

[6] Public Consultation  
City of Ottawa (2016) Public Consultation [Personal image]

[7] Old Couple in Park  

[8] Kids going to school  

[9] Dogwalker  

[10] Chess  

[11] Lawn  

[12] Musicians  

[13] Yorkville  

[14] Bioswale  
CSW (2016) Olympic Park Bioswale [Personal image]

[15] Byron Linear Park  
CSW (2016) Bench in Byron Linear Park [Personal image]

[16] Presentation Boards  
CSW (2016) Public Consultation Presentation Boards [Personal image]