“As We Heard It” Report

Woodpark Community Association Information Session
Woodroffe Elementary School
Marc 27, 2017
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Summary

- Approximately 220 people in attendance
- 45-minute presentation
- 1.5-hour Q/A
- CTV in attendance at the event and interviewed Chris Swail.
- Councillor Taylor in attendance, Councillor Egli

General comments/concerns:

- Concerns for noise and vibration
- Concerns about the alignment being closer to the homes than the current Transitway
- Concerns about connectivity because the train will cut off the community to the green space
- Looking for assurance about cycling/pedestrian connections during construction
- Concern about loss of trees, including the centennial apple orchard
- Questions about staging and length of impact
- Concerns about the park design and pathway from Edgewood.

Summary of Questions:

- What can we do to ensure that you do not open Richmond and Byron at Allison? There are children in the neighbourhood and that will bring a too much through traffic into the neighbourhood
- There is too much through traffic coming down Byron already today, opening Allison will make this worse.
- Move New Orchard station closer to Richmond Road or on the North side of Richmond Road.
- Move New Orchard station further west to Woodroffe.
- There is no need for a station at New Orchard.
- The Train should be buried in the Pinecrest Corridor – what can you do to burry the train and eliminate the potential noise.
<table>
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<th>Feedback Form</th>
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<tr>
<td><strong>Tell us what you think...</strong></td>
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<tr>
<td>1. Please extend tunnel as far as possible into the NEC property towards the end of Richmond Road to exit at the Leigham grade separation well beyond the current traffic on access into the space.</td>
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<tr>
<td>2. Planting in NEC lands west of Edgeworth must be more robust/plantable than shown in the schedule.</td>
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<td>3. When/How can we have input into the design alongside MULPs in this area? To ensure lighting is a concern - recognise need some lighting for safety but we already have too much light pollution in the area.</td>
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<tr>
<td>4. How will the project be open to have opportunity to have input into its final design?</td>
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Unlike the Byron L. Park, where the LRT route is quite clear, this is not the case for the LRT route south of Richmond Rd. You would do yourself well by actually walking out the “improved alignment” in the spring and mark the levels of the depressed train until it reaches grade. This will help the residents to understand the imports and get used to the alignment.
Tell us what you think...

- Do not open any street from Richmond to go south into Woodpark. Leave exits from Woodpark.
- Extend current line south of Richmond.
- Thanks for your efforts!!
- Could the line go on Lincoln Fields Mall?
- I heard it might be too complex.
- A study was done for Woodpark. One year ago, think about this. There was a fatal accident on Edgeworth, when it was open.
- I think the current plan is the best one, do not open from Richmond. There is enough space from Balling.

Check with planning and fire dept. before opening or closing.
Concerned about increased traffic and speed on Richardson Ave. Support closing of intersection at Richardson + Richmond Rd. on traffic calming measures on Richardson.

Concerned about loss of Elm trees at Woodland and community apple tree at Richardson. Propose taking a cutting from each to have replanted after construction. Someone from the community might volunteer for this.

Propose replanting that the landscape design of Lincoln Fields focus on the theme of apple trees to retain the existing character of the orchard.

Support the re-planting of as much of NCC land as possible.

Applewood is beautiful. Suggest some art or sculpture details be made from the trees that are cut down.
Tell us what you think...

IT'S NOT MUCH OF A PUBLIC CONSULTATION WHEN EVERYTHING BUT WHERE A FEW TREES HAVE BEEN PLANTED HAS ALREADY BEEN FINALIZED.

I SENT DOZENS OF QUESTIONS TO TAYLOR AND WATSON IN 2013, AND HAVE GOTTEN NO ANSWERS. STILL WAITING, 5 YEARS LATER.

WHY IS NEW ORCHARD STATION ON BYRON NOT RICHMOND? WHY NOT UNDER RICHMOND (ACTUALLY UNDERGROUND, BURIED) SO IT CAN BE ACCESSIBLE FROM THE NORTH AND SOUTH WITHOUT CROSSING RICHMOND?

WHY ISN'T THE STATION AT MACMURRAY PARK TO BETTER SERVE THE HIGH DENSITY TOWERS? WHY IS THERE A GOOD CATCHMENT AREA BEING DESPERATELY FORCED OUT, BUT NOT ELSEWHERE?

WILL THERE BE A TON OF PARKING AT LINCOLN PARK?

HOW CAN ADVERSELY AFFECT RESIDENTS BE COMPENSATED?

PARKING WILL BECOME A NIGHTMARE IN WOODBINE.

WHY ISN'T RICHMOND BEING LIKELY TO DEAL WITH THE INCREASED TRAFFIC?

- NOonso OR BYRON!!! NO PARKING ON BYRON!

WHERE IS EVERYONE SUGGESTED TO PARK (SOME THE NEIGHBOURHOOD IS FLOODED WITH COMMUTERS)?

WHY NOT A STATION WHERE IT CAN'T BE SERVED BY BUSES, OR ON A MAJOR CROSS STREET?

- MAKE THE MAIN ROUTES FASTER - ONLY WAY TO AVOID OUT-THROUGH TRAFFIC.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
IF YOU CAN`T PARK IT UNDER RICHMOND ROAD, PUT IT UNDER ANOTHER METER LATE: DON`T PUT IT UNDER A PARK BY RESIDENTIAL HOUSES.

HOW WILL TRAFFIC IMPACT BE AFFECTED, WITH FLOW BEING STRANDED ON RICHMOND (AND INCREASED INTENSITY)? IT WILL BE WORSE!

HOW WILL PEOPLE GET OUT OF WOODPARK NORTH? LOOKS LIKE THERE WILL BE PERMANENT LANE/TRAFFIC TAP AT ALLISON WAY NOT PUT THE STATION AT WOODPARK, FOR NORTH/SOUTH ACCESS TO US USES "FEWER LANES TO SLOW TRAFFIC" SAYS A COMPLETE LACK OF UNDERSTANDING OF TRAFFIC DYNAMICS.

WHAT IS N.O. STATION CLOSER TO BYRON, AND HOUSES, AND NOT ON RICHMOND?

NO ONE NEEDS TREES BETWEEN A STATION AND RICHMOND.

IF REPLACING SLOWS ANYWAY, WHY NOT HAVE THE STATION, NOT REVIEWING THEM, WHY THE REASON FOR THE CURRENT LOCATION?

WHY NOT PUT LINCOLN FIELD STATION ON THE SOUTH SIDE OF CARLING, CLOSED TO HIGH SCHOOL, TO ALLOW NEW CROWD TO MOVE WEST? STATION COULD BE IN MACDONALD PARK, OR AN ANGLE TO ACCOMMODATE TURN SOUTH.

WHICH IS THE STATION 600- SOUTH OF LINCOLN FIELDS?

UTILITY INTERRUPTIONS! SERIOUSLY?

WHAT ABOUT NOISE ON BYRON?

- HALF THE TREES IN THE PARK HAVE ALREADY BEEN CUT DOWN FOR THE CITY - EVEN PISL 
  HEALTHY ONES, CARLING?
  CROSSWALKS ON RICHMOND, AS NINE!
  SERIOUSLY, ARE YOU SICK HIGH?

- IS IT STILL GOING TO BE STEEL WHEELS ON STEEL RAILS? NOISY!

- NO VIBRATION CONTROL WHERE THE TRAIN IS CLOSEST TO PEOPLE`S WINDOWS?

- BOTHERING PEOPLE WITH A GARDEN SHED - LAME.

- 4 YEARS OF CONSTRUCTION!!!

- WHAT WILL BE DONE TO REDUCE CRIME THAT WILL COME WITH THESE STATIONS?

- IF NORTH OF RICHMOND TO BE DEVELOPED, ENSURE HEIGHT IS OFFSET, TO AVOID SUN 
  BLOCKAGE FOR CURRENT HOUSES

- CUMU DEBAT INTENSIFICATION/ZONE CHANGE - PUTTING A STATION IN A RESIDENTIAL AREA/PARK
Tell us what you think...

I have a house in the Pinecrest Creek NCC land at 7260 Road. I bought the house because it backed onto perpetual "NCC greenery. I have a request. Having seen the human landscapes created during construction, I would ask that your workers NOT remove the small saplings, cherries, serviceberries, NCC evergreen saplings that grow against the fence. This will be ecologically advantageous and keep me from going insane for two years.

Please leave your comment sheet in the box on the table or mail/email your comments to:
| I live on the west side of... | I support LRT and understand the engineering rationale for moving the tracks closer to Edgeworth. But I am very concerned about increased noise levels and negative impact on sight lines. The tracks and trains should be hidden better than proposed: dense, high, floor, or burying/covering the train lines. Planting trees is insufficient. Visual impact of LRT infrastructure north of Spring (viewed from Edgeworth) is an important consideration for residents along Edgeworth unlike what was stated in presentation by one of the speakers. There seems to be little consideration of impact of new LRT alignment on houses in Edgeworth between Lunar Ave and Lee. Any noise reduction fences around Lincoln Field Station should cover every 7th or 9th such side.

The LRT park path – please keep pathways straight for commuters and cycle – curves are needlessly problematic. Fences are also problematic because of vandalism. There were 2 park benches 50m inside the pathway green space 5 years ago which were constantly being vandalized, so much so that MCT removed them. You are just creating problems for having fences. |
Stage 2 inbox – stage2@ottawa.ca

First of all, I wish to thank the Stage 2 Team for their efforts at last night’s open house for Woodpark residents. I am truly impressed by your dedication to this project.

I intend the following as constructive criticism for the next iteration of this project.

New Orchard Station

- The station needs to be located as close as possible to Richmond Road to improve its southern exposure and the possibility for trees and shrubs to grow on its south side. This would also increase the utility of remaining green space and continuity of Byron Park. Finally, it would provide a better buffer to station-related increases in lighting, noise and traffic, both vehicular and pedestrian, for residences along Byron Ave.

- No parking whatsoever, even for a kiss and ride, should be allowed on Byron Ave. The community has fought long and hard to prohibit any parking along Byron. People in Woodpark are used to driving around temporarily parked cars. It slows them down! A bottleneck at the station would discourage potential drive-through traffic from entering Byron off Richmond Road at Allison. All good news to the community! Any parking around the station should be located on Richmond Road only. Future businesses there will appreciate the traffic.

- The proposed location of New Orchard Station is based on 600 metre circles that do not take into account the distortion created by arterial road barriers to pedestrian access. There are no comparable road barriers within Woodpark. Moving the station further east would improve access for people north of Richmond Road and east of Woodgrove Ave. and expand the catchment area for potential riders.

- Are there going to be any doors to enter this open air station? I suggest not. They are redundant, noisy and a potential maintenance issue.

- New Orchard Station should be accessible from both its west or east ends. Closing access from one side requires pedestrians to undertake a 2 block detour to access the station. Why create an avoidable delay and unnecessary constraint on the station catchment area?

- The New Orchard intersection with Richmond Road needs to be at right angles for the sake of pedestrian safety. I am glad to see there are plans to remove the dangerous yield-way. Bravo! I also encourage you to consider adjusting the street alignment to improve sightlines north to the river down New Orchard from Byron.

Lincoln Fields Station

- The pedestrian access to the station on the east side at grade does not appear to be direct. Have you not noticed the well-worn straight line path to the current transitway station from Lawn Ave? Generally people going to work are in a hurry and don’t want to be delayed by a circuitous route. Please make the path from Lawn Ave. as direct as possible.

- Likewise the return trip for Woodparkers going to Lawn Ave. does not appear to be direct either. Are you going to require these riders to climb over the tracks? The current transitway overpass is an abomination of steep, unsafe stairs which is best avoided. Most pedestrians know how to cross a street safely. In Calgary, the C-Train has electric locking gates to facilitate track crossings by pedestrians. Why not here?

- The Carling Ave. pedestrian crossing does not appear to have an island in the middle of the road. Our aging population would appreciate a midway respite for what looks like a 6-lane crossing. Is this crossing for pedestrians only? What about cyclists? They will probably be using the pathway as well. It appears that there will be more than one pedestrian crossing. I would suggest a single strategically placed wide crossing to avoid annoying motorists. This portion of Carling is currently a fenced off speedway. Consider some traffic calming measures here to give pedestrians a fighting chance. How about a few small trees?

Thank you.
Thank you very much for taking the time to speak with [insert name] at Monday’s meeting. We found the meeting most informative. We know that any time change is implemented, you cannot please everyone. However, the issue of opening up Allison Ave to Richmond Rd is of great concern to us. We believe there are a number of factors which must be taken into consideration before this decision is finalized.

First and foremost, we would ask ‘why?’ The opening of Allison Ave to Richmond Rd has no bearing on LRT. We don’t believe the community has asked for this and in fact can find no one who thinks this is necessary. As Mr. Taylor has pointed out, our community has multiple access points already. The closure of Ancaster, Richardson, and Byron exit points are irrelevant since they are one way only. Why invite more traffic into the community?

As I stated at the meeting, ‘if you build it, they will come.’ The logic that since Allison does not go thru to Carling, it will therefore reduce traffic makes no sense. People will turn on to Allison from Richmond without knowing where it leads. They will look for an alternate route thinking that’s why the entrance exists. We will have increased traffic on the street that will become lost. They will then travel throughout Woodpark looking for the exit.

Geographically, our street has a considerable incline towards the south end. On occasion we have seen city of Ottawa salt trucks slide off the road into the side ditches during freezing rain and ice storm weather events. Cars avoid traveling up and down the street during those times. And as you know, our weather patterns are changing and ice conditions are becoming more frequent and severe. Even in snow only conditions, the street is barely one vehicle wide at the height of winter and can be difficult to travel south on. Those unfamiliar with the street conditions will inevitably wind up in the ditches. The ability for emergency vehicles to navigate the street in all conditions is a major concern.

Being an older street, improvements to accommodate increased traffic would be difficult if not impossible. Allison is narrow and without curbs. A number of existing homes have minimal frontage and couldn’t accommodate widening of the street as an option. Not to mention the expense could be prohibitive. It is simply not suited to becoming a thoroughfare and it will, rightly or wrongly, if opened to Richmond.

Woodpark is also rejuvenating as older residents move on and younger families move in. We have seen and experienced this to a great extent on Allison. Now that our children have grown and left the nest, it is nice to see kids at play again. Many of these families moved to Allison specifically because it is a safe quiet street. They will lose that confidence and security with additional outside traffic. They are very concerned, upset and rightly so. This is not what they bought into.

I would also point out that a two-way access point to Richmond Rd will most certainly become a security issue with regards to crime in the community. This plan provides an easy direct escape route for perpetrators. I would expect property crimes of opportunity to increase.

Ultimately, and in consultation with our neighbours, we don’t feel there is a need or desire for this access point. The street is not suitable and the plan will not deter additional traffic throughout Woodpark. It will have the opposite effect.

I believe the LRT project will benefit the community and look forward to it. But this change has nothing to do with LRT and will only hurt the community and Allison Ave residents in particular. I thank you for your time and ask that you consider these comments before making a final decision on the opening of Allison Ave.
I attended the information session at Woodroffe Public School on March 27, 2017. I am particularly interested in road closures. I hope to talk to some of my neighbours about the potential closure of Hartleigh Ave, so they can provide their input. I will look for posting of the Information boards next week. Assume it will be at http://www.stage2lrt.ca/resources/ I am particularly interested in one of roads near Byron linear park. I would like to forward that information to others.

I am of two-minds about potential closure. Great to have option of driving north onto Richmond or south through Hartleigh and onto Midway. One issue is that Hartleigh is so narrow, one could think of it as a lane not avenue. Many people from the Ottawa housing complex across street park on the road. With snow in the winter, there have been times when it has been difficult to find space to drive down the street without scraping another car. One of my neighbours has worked on clearing the snow and ice from Ottawa housing side of the street (west side), to make more room. People from Housing complex don't move their cars when there has been a large snow storm, so it is difficult to plow the road. What to do about it, besides calling City of Ottawa bylaw office? Therefore when there has been a large storm, I love to be able to get out of situation by turning onto Richmond Road.

To find out the best solution, I believe that you need to talk to people in the Ottawa housing. Since many people may come from other countries, may speak other languages, and have different perceptions of municipal affairs, it would be best to reach out to them (maybe also include us in specific area.) I don't think that they would typically show up at municipal meetings. In my opinion it would be great if Hartleigh Ave could be a no parking zone, then maybe we could keep the road accessible to Richmond.

I think it would also be a good idea to keep Richardson open to Richmond, after all it is at the end of the linear park. To me the northwest area of Woodpark seems inaccessible. In case of emergency, such as fire, firefighters from the nearest station 22 – 1397 Richmond, would have to take a big detour to get to area.

In session, people on all objected to creating intersection at Richmond Road and Allison to let drivers to go both way onto Richmond Road and onto Byron Avenue. How about blocking drivers from going onto Allison at Byron as a solution? I like the idea of the intersection.

Hope we will be able to find creative solutions.
If you are blocking us from exiting to Richmond Rd except at Alison then we need a light at Flower and Woodroffe to help us exit. It is hard enough now to get out and or turn left. I realize there is a light at the Library but this does not aid us a lot. I have lived here on and off since 1961 so I know the ins and outs of this area. Please consider this
Thank you for taking the time to read my letter. We have always appreciated your concern and dedication to our Woodpark area and are grateful.

I’ve cc’d Mayor Watson and the Stage2LRT account on this correspondence. I know Mayor Watson is personally affected by the LRT modifications made to Byron Linear Park because he lives in the Woodpark neighbourhood. I also understand he may need to recuse himself because of conflict of interest, but I nonetheless have cc’d him as he is our Mayor and a resident of the affected area.

We (my family) were deeply distressed after learning about the proposed changes to Allison Ave at Wednesday’s meeting at Woodroffe Public School. These changes included: Opening up Allison Ave at Byron Linear Park to two-way traffic and out of Richmond Rd with a full multidirectional intersection; blocking some streets that run parallel to Allison Ave at Byron Ave so the residents are forced to use Allison Ave (increasing traffic on Allison Ave) and turning Allison Ave into the neighbourhood traffic funnel to reach and re-enter from Richmond Rd. This is totally unacceptable, and after speaking with many residents on Allison Ave the sentiment is the same across the board. We do not want these changes made to our street/hood.

The current existing configuration with two one-way exits (spread apart) and one two-way entrance/exit at Byron and Woodroffe works great because of how they are situated. All make it extremely difficult for invasive traffic to enter the neighbourhood. The two-way entrance/exit can only be entered by a hidden entrance (by the funeral home) from a one-way section of Woodroffe and the two two-way exits feed only out to Richmond with right turn only. Also having all the streets open at Byron distributes the traffic evenly as it enters from Woodroffe at Byron. Why change or “fix” this? It is working amazingly well.

Compare this to the complete opposite, which is being proposed. The plan suggests consolidating all of these entrances/exits into one at Allison Ave and Richmond Rd (connected to a Tim Hortons on the north side). This, as one of my neighbours on Allison Ave said is, “complete insanity.” The multidirectional ability of this intersection is going to increase the traffic here exponentially because of convenience. People can enter and leave in any direction. Moreover, when there is no parking left at Tim Hortons, such a plan would allow customers to easily park along Byron and Allison like the trucks currently do and walk across. Also, the premise that the one-way exits need to be removed because a tiny minority are breaking the law and driving down them is ridiculous. Do we increase speed limits because people speed in school zones? Please don’t reward this tiny group of people. In five years I’ve only seen it happen once.

Allison Ave is a tiny little street, both its physical width (remember snow in winter!!) and current use by its residents (many young families with children who play in the streets daily). The street simply can’t support the impact of increased traffic. It wasn’t planned that way. We refuse to stand by and see this plan go through. Allison Ave cannot become the Woodpark traffic funnel.

Two-way access to Richmond at Allison threatens more than just Allison Ave, it threatens many streets. Just think about all the cut-through traffic! It would also seem obvious that this proposed intersection will draw traffic from outside Woodpark to the LRT station for drop-off/pick-ups as well. Why wouldn’t it? Especially with convenient access from a new multidirectional intersection on Richmond Rd. People can now drop-off/pick-up and cut across Woodpark to Carling Ave or Woodroffe Ave. Why wouldn’t they? There are many surrounding neighbourhoods that don’t have close access to an LRT station, and New Orchard Station will be more convenient than Lincoln Fields with this new easy access intersection on Richmond. In short, Allison would only be one of the streets that would be very badly affected by cut-through traffic and raised traffic volume if this plan went through.

Please understand we will not be appeased by sidewalks and speed-bumps, which do nothing to reduce traffic volume. They do nothing for all the children (and adults) who use the street to play outside and ride their bicycles. Confining them to slivers of sidewalk will stop their ability to play altogether. Moreover, with so many cars constantly passing, it would just a matter of time before a wrong step leads to fatality.

Also, during discussions with members of the Woodpark community after the meeting, it was brought to our attention that City of Ottawa staff said a Woodpark Board member was the one who suggested opening Allison Ave to two-way traffic from Richmond Rd and that is why it was chosen. Is that true? This has been denied by the Woodpark Board. In either case, what criteria was used to choose Allison? We were never consulted on this.

Many of us also take great offence to your insensitive remarks at the meeting. After my wife raised her concerns, you jokingly asked the audience to raise their hands if they wanted it on their street and then laughed. You do not live on the affected street and I wonder how Mayor Watson would feel if I’ve moved it down to his street. Would you laugh at his concerns as well? There is no place on any of the Woodpark streets for a plan such as this. Access should remain distributed and difficult for invasive traffic to penetrate as it currently is. We should not be building open-invite intersections on main arterial roads like Richmond. Byron Linear Park has protected our neighbourhood (street) for many years, please don’t destroy that. In short, discrediting the concerns of Allison Ave residents by suggesting no street wants to be opened up to Richmond Rd does not justify its selection. If anything, this only reaffirms how bad this approach is for any street here, and what a flawed plan it is.

We are meeting with residents tomorrow to deliberate what was presented on Wednesday and unite in an oppositional plan. We will not allow Allison Ave to be opened to two-way traffic or becoming the Woodpark traffic funnel.
Hello Mark

We spoke at the LRT meeting in late March 2017 at Woodroffe public school. My name is [redacted]. My wife and I have grown increasingly upset at the proposal to open our street to Richmond Ave. Upset, fearful and dreading the future. We are both 60, have no desire to move to another area, are too young for a condo and above and beyond the chaos the LRT construction will bring, now have this additional albatross hanging around our neck in the form of the proposal for Allison. I bought this house in 2001 and have grown used to the sleepy quiet community that is Woodpark. One of the contributing factors to this neighbourhood atmosphere is the absence of through traffic in our area and specifically our street. The reality and mild irritation of having to find a different route to exit the community as it presently exists on to Richmond to go West actually is the principal contributor to the insulation of our neighbourhood. While opening up Allison would facilitate the westward turn onto Richmond, the price to the area and our street would be devastating. We don’t want sidewalks, curbs, parking restrictions. We want our street left alone and since as you said, this idea has nothing to do with the LRT, please please have this stopped.

There is absolutely a need for a pedestrian crossing or a light across from the Tim Hortons but absolutely no need to violate a quiet neighbourhood.

Thank you
Mr. Swall,
Firstly, I would like to thank you and your colleagues for your attendance at the Woodpark community meeting of April 27. The information you provided, and your calm and frank responses to difficult questions was appreciated.

With respect to the issues discussed, I would like to put forward the following comments/suggestions for your planning considerations:

1. To address the concerns of the Alison Avenue residents, is it feasible to shift the location of the proposed two-way entrance slightly west towards Harcourt, or east toward Ancaster, so the entrance is in the middle of a block rather than providing a straight run off Richmond and up a residential street?

2. To avoid the funneling of all the local Woodpark traffic, exiting onto Richmond Road to the east, through the new two-way exit/entrance, and therefore through the adjacent streets, would it be possible to maintain one east-bound, exit-only, such as on Richardson? As Carling and Richmond cross just after Lincoln Fields anyway, with the exception of those living near Richmond, I believe Woodpark residents heading west tend to use Carling, while residents heading east tend to use Richmond. Having an extra eastbound-only exit might take some pressure off the streets near the two-way exit.

3. A word about lighting pathways. I would like to raise my concern about light pollution, not only with respect to light infiltrating peoples living spaces, but also from a dark skies perspective. I am not sure how often any of the NCC pathways are used at night in manner or purpose that warrants lighting, but certainly once it is lit, the lights are there all the time, eliminating any possibility of quiet stroll under the stars.

4. Finally, [INSERT NAME REDACTED] I would like to reiterate our desire for some sort of berm or other aesthetically pleasing barrier along the railway.

As a final comment, I would like to point out that we have lived in Woodpark (initially on Edgeworth) since before the initial traffic plan, which was implemented to address the traffic through the neighbourhood after the building of Ambleside. The east-bound exits onto Richmond were implemented at that time to address residents’ concerns about convenience of egress. As member of the Woodpark Association then, I am well aware of the conflicting interests that arose, and recognize there are no easy solutions, and that any compromise is going to annoy someone.

Thank you for your work, and for the opportunity to provide input.
1. I was totally shocked to see the proposal to close the existing exits from Woodroffe onto Richmond and add a two way portal. The proposal and the comment made by Mark or one of the LRT reps that this would not increase traffic into the neighbourhood is totally ludacious, narrow minded, narrow sighted and seemed to have come from someone who had spent their whole lives living in another world. Even the existing use of the exits has people turning left/west onto Richmond and vehicle operators from the businesses on the north side of Richmond cutting across and entering the exits! Of course, this is being permitted by the city because no one is policing it! Closing Byron at Woodroffe will only make things worse because it will create a closed community. It will force more traffic onto the two streets on Woodroffe. People will enter the neighbourhood from Carling and will come back thru to Carling.

— the closure proposals were designed to achieve two outcomes. First, the long-sought community desire to close these exits (and illegal entrances) that foster cut through traffic. Second, to allow for more expansion of the renewed Byron park when it is reinstalled post construction. The focus on Allison was to try to accommodate those residents who themselves want ingress/egress in a controlled manner but is discouraging cut through traffic by selecting a street that does not connect Richmond and Carling directly.

2. With the LRT we will have more traffic intrusion as people will want to drop off and pick up at Byron on the south side. The comment made about expectation that people will use the main hub at Lincoln Heights is short sighted. People are people. When they find it too busy, not enough room and takes too long at the light on Carling to turn into or exit the hub they will go elsewhere - guess where! On and when traffic is slow on Richmond and you have a two way portal (entrance into Woodpark then vehicles will cut thru Woodpark. Thus increase volume and speeds. What traffic calming plans are in the proposal or is this an oversight?

— Please keep in mind that Lincoln Fields station is also being redesigned to be more attractive to motorists dropping off. Making it more attractive and the line stations less attractive for drop off except for people within the neighbourhood will go quite a way to dictating what movements actually emerge. Our traffic staff are working on traffic calming options, some we would deploy on day 1, others we would hold back to see if problems actually become reality.

3. I am glad to hear the NCC requirement for two for one tree replacement. I wish the city would adopt this. But then the property developers would have to take this into consideration and perhaps instead of building two houses they would build one and plant trees. Right now the city is letting developers cut down trees and not replace them. There are two such cases on Woodland and one site is currently in construction. There were at least four mature trees on the property. All were removed. The older development did not have any trees replaced. It looks like the city does not care about carbon emissions. The vertical footprint is asphalt shingles and driveways double what there was before. Green space was reduced to about 20% of the original.

— certainly I respect your view on this. The reality is that property redevelopment takes place continually. All the homes in woodpark exist on land that used to be a forest, much of which was clear cut to build the neighbourhood. Don’t misunderstand me, I’m very bullish about preserving our green space and neutralizing our impact on the environment. We’ve championed tree plantings, community gardens, green energy across our ward. The (itself is the largest environmental project the city has ever undertaken. On the western leg of the pathway by woodpark alone the presence of the electric it removes a half million dslb trips per year.

4. The exits at Richmond do not work because the angle is wrong and no means has been provided to prevent the left turn.

— again, as a result of community desire to limit the allowance for incoming traffic. They were at 90 degrees many years ago and were canted to attempt to cut down on the illegal entries.

5. I have an alternate suggestion. It seems ridiculous to have a station so close to the Lincoln Fields hub. I suggest placing the station on the east side of Woodroffe just down Byron from the RC church. I do not have the detailed plans showing distances between stations but it looks like it would not be too close to Cleary and/or Cleary could be moved further east. I know the city reps did not like how close Dominion and Westboro are but if you check the plan for Easton the stations are going to be even closer almost on top of each other. The east side of Woodroffe has less residential housing spaces as most of the buildings are low rise multi units. The area already has a two way portal and the street space is wider. The Richmond edge could have a drop off zone.

— station locations were reviewed quite completely through the plan and public consultations to date. Cleary is the correct location given the Waltham ability/conneciton zone from Dominion station. Lincoln Fields is our hub and has its own zone surrounding it. These two locations lose an access gap in between that needs a station. Woodroffe and Richmond is too close to Cleary and overlaps a lot of coverage, not helping the ambiside/mcmenen/woodpark ezra! West residents. The best positioning was New Orchard, give or take lateral meters.

6. I agree with the young mother who spoke up about the portal and traffic on Allison. I have noticed that there are more young families in the neighbourhood and the proposal as it exists places children at risk especially with our narrow streets. The threat is increased by people using the streets as their personal driveways! I have had to contact parking bylaw to deal with 24/7 parking on Laval that made traveling on Laval this winter a total frustration especially with snow clearing having to go around these vehicles. In one case the people living on the corner were leaving their vehicle on the street all the time rather than park in the multi vehicle driveway.

— Certainly the Allison proposal was a subject of concern at the meeting. We will take it back for further review.

I was very disappointed with the proposal/presentation and the sweet talk attitude that came with it. I think the expectation you are going to remove a lot of vehicles from the road is short sighted as it relates to our phase of the plan. Nothing is changing. You are paralleling an existing transit system. If people in the area want transit they are doing it now.

— I’m not sure about your ‘sweet talk’ comment. Clearly you seem very upset about what you heard. That was not the intent. I staff are positive about the plan, because it’s good for Ottawa and good for the community. LRT likely will not reduce a lot of cars off the road, what it will do though is act as a preventative to adding more cars onto it as more and more people find a modern, clean, efficient transit system a worthy way to travel. This is proven in other cities and I am sure it will be here too.
I am a supporter [and future user] of the planned Confederation Line of our city’s LRT project. I chose to live in the community of Woodpark due to many factors:
- I love the neighbourhood and grew up here
- The proximity of public transit.
- As there is minimal park space in my community, I value the proximity of green space at Lincoln Fields, which I regularly enjoy.

My family (with 3 small children) regularly use the NCC land and pathway for walks in winter and summer. We use the area in the winter to toboggan. We also use it in summer to teach our kids bike riding since it is away from our road traffic. My kids also like climbing the apple trees and exploring the natural environment around the trees. We also pick the crab apples in the fall and make crab apple butter and crab apple sauce.

This area is also home to many bees, insects and birds.

In 2016, a so-called “Improved Alignment” was announced for the Confederation Line which, if left unchanged, will cause substantial harm to all the residents of my community. I am deeply concerned that the LRT path through the NCC lands by Lincoln Fields station will:
- Ruin my family’s enjoyment of the NCC land and pathway
- Destroy bee, insect and bird habitat
- Cut federally owned (NCC) green space in half from Richmond Road to Lincoln Fields Station.
- Demolish a park and orchards at Lincoln Fields that have been enjoyed by generations of residents and my family.
- Wreck or significantly reduce green space from a neighbourhood that has minimal access to parks save for adjacent NCC green space (Lincoln Fields) or city land (Byron Linear Park).
- Blight the landscape.

- Enter and emerge from a planned tunnel less than 90 feet (27 meters) from neighbours’ homes which back onto or face Lincoln Fields.
- Cause light pollution: headlights from trains traveling east from Lincoln Fields will flood my backyard and windows with light throughout the night.
- Cause noise and vibration pollution: the trains will generate unacceptable levels of noise and vibration as they emerge and enter the tunnel, and travel along the ground level track.
- Adversely affect the property value of my property that backs onto the NCC lands by Lincoln Fields.

I planned on living in my home until I was a senior however if the proposed alignment goes through I may have to sell my house, the thought of which makes me cry. I have many family memories in this house but if we can no longer enjoy our backyard we will have no choice.

It now seems the rush is on to not only approve the project as-is, but to extend it to Moodie Drive without addressing issues or working to resolve the significant negative impacts the new alignment will have on my community.

Last fall my community submitted a detailed response to the proposed realignment of the LRT yet we continue to wait for a response which will address any of our concerns. I now call on you to do right by the residents of Woodpark who will be most directly and adversely affected by the proposed new alignment for LRT at Lincoln Fields:

**Move the track** back (or much closer) to its previous location along the Sir John A. MacDonald Parkway and accommodate the specific requirements of that location.

Or, alternatively:

**Bury the entire length** of the track between Richmond road and Lincoln Fields Station under a hill once the track reaches ground level.

I look forward to hearing how the city will address my concerns and those of my neighbours in the coming days. Thank you for your attention to this matter.
My wife, two young boys and I moved to the Woodpark neighbourhood in [REDACTED] a decision based significantly on the close proximity of Lincoln Fields station and ready access to the LRT. We are strong supporters of public transit and the LRT. However an additional factor in our choice to move to [REDACTED] was the closeness of one of the city’s finest urban green spaces: the copse of flowering trees adjacent to Lincoln Fields station.

I urge you to reconsider the 'improved' alignment of the Confederation Line, which would eradicate this exemplary civic asset. While perhaps little known to city residents in general, the space, and the orchard trees in particular, provide important bird habitat, an aesthetically pleasing atmosphere, and a calming urban oasis.

The expansion of Lincoln Fields station as a bus/rail hub, along with the future redevelopment of Lincoln Fields mall will bring greatly increased foot traffic in the future. With the existing orchards as a centerpiece, there is an enormous opportunity to develop this current NCC space into a highly innovative urban park.

The symmetry of the planted trees provides an old-world atmosphere not otherwise available outside the downtown core. My personal preference would be to see the orchard and part of the adjacent parking area devoted to Ottawa’s first culinary park, with seasonal food trucks and both plentiful and attractive areas for picnicking. The relatively tightly knit scale of the green space would also make it ideal as a showcase for public art. There could be significant economic benefits to recasting this area as a mixed-use zone blending culture and ecology in a harmonious whole, while reflecting the positive ecological and cultural benefits of the LRT as a whole.

None of this will be possible with the proposed realignment of the Confederation Line. That realignment, while potentially avoiding unforeseen complications with Pinecrest Creek and providing the convenience of not having to re-route bus traffic during the LRT construction, will eliminate, along with those cherished orchard trees, the possibility of a highly innovative and potentially award-winning urban green space.
I have most appreciated your active support of our community as our city councillor for those of us residing in Woodland Park and more broadly in Bay Ward.

I want to convey however my deep concern at this time, with the current planning underway targeting a proposal to extend Allison Avenue to Richmond Road. I realize this has been included in planning for prospectively adjusting traffic flow in this immediate area to coincide with LRT construction and which would also see closing off of Byron Avenue at Woodroffe.

From the recent community consultation session convened at Our Lady of Fatima School, it was not apparent that these proposed changes, specifically for an extension of Allison Avenue, are directly necessary to enable the LRT construction leading into the New Orchard LRT station. Regardless, I want to join a growing chorus of voices from our neighbourhood expressing grave concern around the proposed extension of Allison Avenue to become a thoroughfare serving as the sole connection with Richmond Road West of Woodroffe serving Woodland Park, which would allow turning in both directions.

There is already an issue with cars tending to travel considerably in excess of the speed limit on Allison, and with the somewhat steeper grade of the street than adjacent streets, and already high volume of foot traffic on the street. As such, what is already a safety concern would only become more pronounced if this proposed extension of Allison Avenue occurs. If Allison Avenue becomes a 4 way intersection, it is quite reasonable to anticipate congestion and that cars using Allison will get backed up, compounding safety concerns on the street and likely on Byron Avenue also.

I recognize there could be some skeptical perception that this concern and that I have heard from others on Allison are a NIMB dynamic (Not in My Back Yard), but it is inexplicable and unnecessary that the current nature of Allison as a highly used pedestrian access from Richmond across the linear park pathway, would change through upcoming construction to be open to traffic, while closing the already existing Ancaster traffic access to Richmond Road. Beyond Allison Avenue residents specifically. I think the impassioned outcry you and your municipal transportation planning colleagues heard at the last community meeting related to concerns over disruption and detriment to the tranquil nature of Allison Avenue and the Woodland Park neighbourhood more generally with elements not essential to or impeding LRT construction.

I understand there will be further community consultation opportunities for Woodland Park and surrounding area residents. I and others count on an opportunity for new or adjusted options being presented, which consider and reflect the feedback you are receiving as a springboard for further discussion and influencing the subsequent decisions to be finalized.

Thank you for your attention and representation of what are the best interests of your Woodland Park constituents, and in taking into account these marked alarm and concerns of those residing on and around Allison Avenue.
I was at the meeting last week but had to leave midway through the question period. So, I apologize if my issues were addressed already. But here they are, please let me know if/how they've been considered by the LRT team.

1. At the New Orchard station, if the track was covered at grade and not 'open to below', we could gain an extra 6000+(?) feet of green space/park.

I understand how the station at New Orchard will be constructed and that sounds great. I'm all for minimizing the size/appearance of the station. But the open track seems like a horrible idea. It will be an eyesore regardless of what landscaping is designed around it. And, it seems unsafe, noisy and undesirable in every way. I think you're not hearing a lot of complaints about this issue at the moment because of the higher priority issues of traffic and proximity. However, we are a small neighbourhood cornered in by Woodroffe (busy), Carling (busy), and soon, the LRT on the other two sides. I would think that with the effort the LRT committee is making to ensure 'the improved condition' of the linear park, it would make sense to enclose the track and plant grass/trees in that area.

2. Trees- 2 for 1. It seems to me that a lot of the new trees will be planted in the 'Lincoln Fields' area and will not really compensate for the trees being lost between Ancaster and New Orchard streets. This is really another argument for having the track at New Orchard enclosed. Perhaps there could be trees/shrubs planted on the additional green space.

3. Allison - It's not my street but if it were, I think a sidewalk from Byron to Midway on one side of the street might go a long way in making people feel safer with the increased traffic on the street. As well as a speed bump or two. (I was driving down Fraser st. in Westboro the other day and although it's a busy street in the middle of a residential neighbourhood, it seems to work).

4. parking - We, the neighbourhood, do not want parking on Byron! Commuters can park at Lincoln Fields. Can't we leave the New Orchard station for the Woodpark neighbourhood, the neighbours across Richmond, and anyone within walking/biking distance. If there has to be extra parking then can't we leave it on Richmond or on New Orchard (north of Richmond).
Hello Mr. Taylor,

I would like to make a proposal concerning the opening of Allison avenue. I live on [address].

1. Open New Orchard one way in. People could turn right or left from Richmond rd.
2. Open Allison one way out. People could turn left or right on Richmond rd.
3. This way we would have a loop around the station and there would be less traffic on New Orchard, Woodland, Harcourt and Allison going south.
4. The loop would be part of the station. It would look good.

Thank you for your attention.
I am writing to address the development outline in the LRT project that impacts on Allison Ave, presented at Woodroffe Public School March 27 2017.

First, I would like to say that the plans for the LRT look amazing. The "pretty park" end result is very welcome indeed. I can see tons of work has gone into thinking this through with aiming to provide the best outcome for all the communities involved.

Second, I would like to thank you for "listening" and involving the Woodpark Community and giving us the opportunity to be involved and provide feedback.

My feedback - Allison Avenue

and one of the appeals to purchasing my home on was it was safe and a quiet street for my family to grow up on. I was sold this feature when I purchased my home. It was part of the package and the appeal.

Today, you can leave the Woodpark Community on one way streets to Richmond Road from Byron. These accesses are one way only out of our neighbourhood. Clearly your predecessors who designed this road layout had designed this to keep Allison Ave and the Woodpark Community families and pets quiet and safe and not allow two way traffic from Richmond Road for a good reason. A very good reason, which inspired many of us to bring our families and pets and purchase in this area.

It is true Allison Ave does not connect with Carling but this will not stop the inevitable increase in traffic, speed bumps or not. Traffic will increase as your proposal shows it will be the ONLY access from Richmond Road into the Woodpark Community.

The funeral home on the corner of Woodroffe and Byron WANTS people to drive by. It is a business. They chose that location for visibility and the traffic fall. The entrance to Byron off of Woodroffe works great for the Woodpark Community.

And lastly, the Tim Horton's on Richmond Road is notorious for traffic accidents. I am concerned that this 3 way stop at Allison and Rochester will just add to this congestion and safety concern.

So on behalf of myself and others on Allison Ave and the Woodpark Community, family, friends, neighbours and pets, please DO NOT open up Allison Ave to Richmond Road. I was brought up to offer a solution when I have presented a problem and I recommend you keep the entrance at Byron from Woodroffe Avenue which has no impact on Woodpark or Allison Ave communities.

One last note - I have seen Mayor Watson take an early morning walk in our neighbourhood. He has enjoyed our quiet and safe community as we have and do. I would like to see our Mayor and our community to continue this enjoyment without the increase of traffic.
Good morning,

I attended the public information session last night on the Lincoln Fields Station alignment improvement. It was informative, well presented and I’m very much looking forward to the LRT coming to our neighbourhood. I had to leave early (around 8:30’ish) and didn’t get the opportunity to ask a question. See below:

This was my first information session I attended for the Stage 2 LRT project and I’m curious on the background work done for the selection of the preferred alternative. My understanding is that an EA involves an evaluation of various alignment alternatives based on impacts to the environment, including social, transportation, economics, biological, and physical environments. Was the improved (current) alignment at Lincoln Fields Station considered as part of the EA process? If so, what was the reasoning behind selecting an alignment within a floodplain, and that conflicted with the Pinecrest Creek Culvert, as the “preferred alternative” over the alignment being presently proposed at Lincoln Fields Station? Just seems that all other alternatives evaluated during the EA must have been pretty bad to select an alignment with so many issues at the “preferred” alternative. Are there impacts with the improved (current) alignment at Lincoln Fields Station that they were trying to avoid?

~
I am concerned about the impact of the recent proposed realignment of the Confederation Line, from Richmond Rd. to Carling Ave. I am writing to request that this be reviewed and revised where we have lived for 53+ years.

Currently the NCC green space with the orchard and pathway is a rare attraction for past and future generations and visitors to our city. Since Woodpark does not have sidewalks (except for a very short distance on Ancaster), the NCC path and green space is an integral part of our neighbourhood and well used. I see walkers, cyclists, joggers, families with young children, teens, seniors from the Long Term Care on Carling and Retirement Residences on Carling at Edgeworth, as well as those living in private homes, are accessing the Parkway area. Some people are in wheel chairs with caregivers. I see some with motorized wheelchairs who travel on from the NCC path to Lawn Avenue. Some families who cannot afford to leave the city can access the pathway and green space which provides a place to experience Nature with the trees, grass, birds, squirrels, butterflies and more. My wish is that our family, friends and neighbours will be able to continue to enjoy these opportunities and benefits of the greenspace and pathway between Richmond and Carling.

Additionally, the proposed plan is unsettling for home owners on Edgeworth backing or facing the Parkway who would be adversely affected for numerous reasons. Also, residents have expressed an interest to have community gardens on the greenspace at the entrance to Lawn Ave. The new proposal would not allow that to happen. We are encouraged by medical authorities to exercise ...which many do in the current set up. OC Transpo users walk on the current pathway to the terminal.

I ask that you consider another route and solution for the LRT line which will preserve the green space with the orchard, other trees and pathway, keep the LRT line away from the homes which back on the NCC property.

Thank you in advance for your consideration as you choose positive impacts for taxpayers and visitors with the proposed LRT alignment.