BACKGROUND

The City of Ottawa invited residents and community members to provide feedback on studies underway in the Richmond Road area (included as Appendix E). Part of this work is being done in preparation for Stage 2 of light rail transit (LRT).

A public consultation event took place from 8:30 a.m. to 3:30 p.m. on Saturday, June 4th at Our Lady of Fatima Parish Hall, 153 Woodroffe Avenue. The day-long event was attended by over 200 people. This was an opportunity to discuss three projects currently underway for the area. They were:

- **Cleary and New Orchard Planning Study**, which focuses on determining appropriate redevelopment for lands near the future Cleary and New Orchard LRT stations
- **Richmond Road Complete Street Implementation Study**, which seeks to develop a complete-street design concept for Richmond Road between the Sir John A. Macdonald Parkway and Berkley Avenue
- **O-Train Confederation LRT Stage 2 Station Connectivity Study**, which aims to ensure strong community multi-use pathway and sidewalk connections to each Stage 2 LRT station, including the five stations in the Richmond Road/Byron Avenue area: Westboro, Dominion, Cleary, New Orchard and Lincoln Fields

The multiple studies converging in the Richmond Road and Byron Corridor resulted in general comments from the public via email, fax, phone and written form. Up to date, 815 individual comments have been recorded, providing insight on a variety of topics.

This report includes both a summary of the comments received as well as the unedited comments (included as Appendix A and Appendix B).
CONSULTATION SUMMARY

Cleary and New Orchard Planning Study

In the morning session of the Richmond Road and Byron Corridor Studies public consultation event, a team of Planning and Growth Management staff presented to the public the general purpose and direction of the Cleary and New Orchard Planning Study.

Following the presentation, a series of roundtable discussions occurred during a breakout session. Topic oriented “placemats” were provided to residents to elicit comments with reference to: 1) Land Use, Buildings and Design, 2) Pedestrians, Cyclists and Vehicles, and, 3) Parks and Greenspace (refer to Appendix C for blank placemats).

During this exercise, 113 comment sheets were received providing 541 individual comments. Although the comments received varied in nature, specific themes emerged, and consultation event will inform the Cleary and New Orchard Planning Study and its report to Planning Committee and Council in 2017.

Reoccurring themes

After the public consultation event, the hundreds of comments were sorted thematically. Although a detailed analysis of the comments is now being completed; here are the most common themes among the 541 comments:

- **Building Heights**
  Of the many comments, the height of buildings was a frequent theme.
- **Complete Streets**
  Right-of-way options for the study area were frequently commented on by residents.
- **Connectivity**
  Maintaining and improving connections in the study area was often mentioned throughout residents’ comments.
- **Density**
  Population density was the subject topic of some feedback.
- **Design**
  The look and feel of the study area was frequently commented on by residents.
- **Land Use**
  The types of land uses in the study are of particular interest to residents.
- **Parking**
  The volume of parking in the study area was understood to be of importance to residents.
- **Park Space and Greenspace**
  A desire to preserve parks and greenspace was conveyed through resident feedback.
- **Safety**
  General and specific safety concerns were voiced in the recorded comments.
- **Traffic**
  Design and flow of traffic was a common theme of residents’ comments.
Appendix A provides the complete list of unedited comments regarding the Cleary and New Orchard Planning Study.

Richmond Road “Complete Street” Implementation/
O-Train Confederation Line Light Rail Transit (LRT) Stage 2 Station Connectivity Studies

In the afternoon session of the Richmond Road and Byron Corridor Studies public consultation event, a team of Stage 2 Project Office staff presented key information on the Richmond Road Complete Street Study to the public as it pertained to: roadways, design, mobility, placemaking, and right-of-way and for the Connectivity Study, access to multi-use pathways, parking, sidewalks, cross walks and bicycle facilities etc.

Following the presentation, there was a breakout session to gather feedback on improvements the community wants to see along the Richmond Road and Byron corridor. The session also included information on the Connectivity Study and City of Ottawa staff and program leads were on hand to record comments and answer questions. The Stakeholder comments were collected via “placemats” with specific questions related to the studies, general comment sheets, roll plans, boards, and emails (refer to Appendix D for blank placemats).

During the comment period of June 4th – June 20th, 2016, 93 submissions were received providing 267 individual comments on topics related to Richmond Road Complete Street, Connectivity and Stage 2 Light Rail Transit (LRT). Although the comments received varied in nature, specific themes seemed to reoccur throughout.

Reoccurring themes
The most common themes among the 267 comments were:

- **Complete Street Design**
  Right-of-way options for the study area were frequently commented on by residents.

- **Mobility**
  Maintaining and improving mobility in the study area was frequently mentioned throughout residents’ comments. General and specific safety concerns were voiced in the recorded comments.

- **Placemaking**
  A desire to preserve/enhance parks and greenspace was strongly vocalized through resident feedback.

Appendix B provides the complete list of unedited comments regarding the Complete Street Implementation Study for Richmond Road and LRT Station Connectivity Study.
Appendix A
Public Consultation: Cleary and New Orchard Planning Study
Comments Received up to June 17, 2016

Building Heights

- Dislike car dealerships along Richmond, but do not want to see more high rises. Mid rises are OK.
- Do not want to see high rises along New Orchard where current single/duplex buildings exist.
- Concerned about the proposed 10+ storey height of building development along Richmond Rd (specifically existing building development of Dave Rennies, Kristys, and Ho Ho restaurant); too high. Prefer to see low rise (7-9 storey max) as defined in 2009 Plan (4-6 max).
- Mixed use is good but not when it is used as an excuse for excessively high building like the Westobo Station. Respect the zoning by-laws, especially related to height.
- Mix of low rise residential and commercial.
- Avoid high rises.
- Not too high – shouldn’t shadow existing neighbours.
- Kristy proposal too high.
- Residential high rises are OK but not too close to sidewalks (not too close to each other).
- Building height should be allowed based on the impact to surrounding buildings (ie. north of Richmond road).
- Mid-level building heights should be included along Richmond (5-10 storeys) with upper-level setbacks to allow for sun where needed.
- Concern of height of new building to be constructed at the corner of Richmond and Woodroffe.
- Definite building height throughout the corridor.
- Taller buildings need to be stepped back.
- This is an established residential area. New development should not create a wall. If high rises along this stretch of Richmond road.
- Low height in buildings
- Area should stay 6 storey high.
- Cleary station height? Apartments above?
- Avoid high rise buildings that are higher than 6-8 storeys.
- 7 storeys is fine if it stays at 7 storeys. There seems to be a tendency to make “exceptions” that result in very tall buildings because it is a better plan for the developers.
• If buildings must go up, stay below 4 storeys.
• No more high rises.
• Need to keep height down.
• Please do not any high rise buildings on the car dealerships.
• No high towers (less than 6 storeys).
• 4-6 storeys
• Higher heights very close to stations (some high rises already exist)
• Height of Station – no more than 2 storey
• Height of New apts & condos
• I like the new development at Christie’s, just keep the height down.
• Have to ensure current homes are not affected by new buildings being too high
• RE: DEVELOPMENT ON RICHMOND RD... please respect the 2009 Development Plan and Building Height restrictions.
• There should be no 16 storey apartment buildings along the north side of Richmond because of shadows/sun and privacy issues.
• Sun shadowing from tall towers must be avoided
• Shadow study is essential. Community design was 4 to 6 storeys for Kristy’s and not 16!
• Ambleside area has enough low and high rise buildings already. No more please including commercial.

Complete Streets

• I would like to see New Orchard from Richmond Rd to the Parkway beautified. Also, Woodroffe from Richmond Rd down to the Parkway.
• Harmony for all users including cars (complete street)
• Explosion of population, density traffic. There seems to be no realization on behalf of the city as to how greatly this will impact these neighbourhoods. Parking will be a nightmare traffic will become ten times worse along Richmond. Richmond needs to be 4 lanes. If you’re going to put an LRT Station in the middle of a residential neighbourhood. Put it underground, or put it away from people’s houses... the empty park space by the parking garage at Ambleside would be better.
• Park Place – 29 storeys with surrounding gardens. Westboro Stations with patio open space infront and stepped upper floors.
• Need more benches to sit on along Richmond road.
• I will soon dislike the construction of an LRT station. Otherwise, if high rises go along Richmond keep them off the road so Richmond can expand, and make sure the ground floor
has retail and food. Also, make sure they all have parking. Traffic and parking will be a nightmare, made worse by the LRT station.

- Our building (727 Richmond Rd) is right next to Cleary Station – our driveway will become tempting drop-off point for LRT riders. How will the City control this?

- Pedestrians and cyclists should be separated
- Avoid the cycling “lane sharing” that is present on Wellington and Parkdale
- Separate pedestrians and cyclists
- Places to park bikes along the corridor.

- Woodroffe is a major feeder street for cars so should have less space for bike lanes and sidewalks. No more space than present for trees, landscapes or wider sidewalks or bicycle lanes. Put these aspects on the other north-south streets where bikes and pedestrians and other pathways and small vehicles can be maximized and vehicles minimized (other than for residential use) Increase the sidewalks and cycling lanes in these areas, therefore separating the pedestrians and cyclists from the vehicles which would go on Woodroffe.

- More benches in Byron linear park
- Sitting areas, trees, separate path. On the pathway, more sitting areas (seniors will use these, parents and children will also)
- On Richmond, in Westboro, the gathering space at Winston/Richmond is a good example. West end of Byron Strip, New Orchard area.
- If cycling and pedestrians are on the same side of Richmond keep them separate by tactile warning and no cycling signs. Don’t forget the blind.

- Concerned about parking/drop off areas at stations.
- For the station itself has adequate Drop-Off area.
- Drop off at Cleary – not at Byron
- Closing Redwood to provide LRT passenger drop-off area for access to Cleary Station will block current easy access from our property (727 Richmond Rd) to Sherbourne which is an arterial-type road to the Queensway and to Merivale.

- Kiss & drop-off
- Drop-off should be on Cleary not Byron.
- Where will people “kiss and drop-off”
- Therefore, drop and kiss on residential side (south side) of linear park – not off of Byron to reduce in/out traffic to neighbourhoods.
- Loading (kiss and rides)
- Are drop-off locations for LRT stations
- Drop-off parks for LRT?
- Traffic volume at “drop-off/pick-up” at LRT stations
• Drop-off and pick-up places that are safe. How will local “feeder” buses get in and out? Where will commuters park for the day?
• Cleary needs to be clearly defined as access to the Unitarian Church/facility as not as a drop off/turn around/parking lot.
• There will be drop off at Byron no matter what and without underground access Richmond Rd will be stuck!!
• Drop off for Cleary station must be on Byron but must provide underground passageway to station otherwise people will drop off on Richmond Rd and clog up neighbourhood driveways.
• Carlingwood has concerns regarding increased traffic trying to get to Kiss and ride stations @ cleary.
• Kiss and Ride on Richmond instead of Byron.
• Neighbours are concerned about increase of traffic driving down Sherbourne to get to “kiss and ride”. Something to think about.
• Ensure LRT stations have adequate drop-off areas for cars to circulate.
• Traffic management in neighbourhood, this is critical given that there is no park and ride
• Will there be a park-and-ride somewhere around Lincoln Fields to encourage drivers to park and switch to the LRT?
• Are rumoured potential plans to have bus stops or Richmond but “Kiss and Ride” on Byron St valid?
• I like at 705 Richmond Rd with drop offs at Richmond that area will be locked
• The most beautiful thing I want to see maintained is the park between Richmond and Byron – for pedestrians only.
• Byron Linear park is valued as is.
• Make sure the Byron park is not destroyed
• Narrower Byron linear park will be needed.
• Need more sitting benches along Richmond Rd for walking seniors
• More trees along Richmond Rd
• Why is the Linear Park west of Woodroffe being destroyed?
• What happens to all the trees along the Byron linear west of Woodroffe?? Will they be replaced once the station at New Orchard is finished?
• We need trees around the stations, but not security-problematic bushes
• Byron – better maintenance of walkway especially. More varied vegetation.
• I use Byron linear park. I want to see it not destroyed, which it will be according to the current design. About 3 blocks will be wired out by the above-ground New Orchard station. What is the plan to continue the linear park? Why won’t the station be underground? Why not under Richmond, instead of park?
• Continue to encourage huge trees in Linear Park concerned about reduced soil for large trees due to added LRT/sidewalks/bike paths.

• Concerned about the loss of the Big Elm tree at New Orchard station. The tree has survived for 100 years in spite of Dutch Elm Disease. Is it resistant? Perhaps seedings could be grown from it and replanted after.

• There is an apple tree at Richardson and Richmond that is used by members of the community.

• Don’t want Linear Park reduced by new construction

• Parking bays along with bulb-out intersections should be used along main streets in the area.

• Parking should not be allowed so close to intersections on Richmond Rd or Byron

• Would only use dedicated bike lane on any roadway – Richmond/Byron if away from cars, therefore no chance of being hit or doored by car owner exiting car (I like new Churchill Ave bike lanes!!)

• Sidewalk on Richmond North is too narrow, tilts towards traffic

• Safe cycling options

• Need protected cycle lanes from doorig (Woodroffe to Churchill)

• Partially separated bike lanes can be dangerous as car drivers do not see cyclists going in the same direction until they see each other at intersections

• Cycling routes for “commuter” “fast” cycling versus recreational or “slow” cyclists – including walkers, motorized mobility devices, strollers.

• Byron Linear Park needs lights, especially in the summer when, once it gets dark the park is dark because leaves or trees hide light from street lights.

• 2 lanes on Richmond

• Narrow Richmond Rd to 2 lanes.

• How will you deal with cut thru traffic of cars coming only to Byron to pick up people at the new New Orchard station?

• Roundabouts? Keep traffic moving at intersections

• Lights – pedestrians time to cross – Edgewarth bad

• Richmond Rd sidewalks is to narrow and too level with the road where cars are speeding

• Improve traffic design at Woodroffe

• It’s time to widen Richmond Rd to 4 lanes from Westboro to Bayshore to ease 5 o’clock backup at Woodroffe.

• There is also heavy traffic on Richmond, not much of which is local. Discouraging through traffic from motorists should be considered.

• Open Sherbourne @ Richmond. Sherbourne is designed to carry more cars than it does. We need designated routes.
• Please consider red-light camera at Woodroffe and Richmond. The number of people running the light is very high.
• Existing majestic Elm tree
• "Elm should remain!!
• It’s more than 100 years old and is probably best example in Ottawa."
• I agree completely. Most beautiful tree in City. [about elm tree]
• Community apple tree

Connectivity

• NCC Sir John A Macdonald Linear Park will have influence on access from Cleary Station; how will NCC requirements be incorporated into this study?
• Density in turn will support pedestrian accessed commercial.
• Widening of Richmond road between Woodroffe and Orchard Park.
• “Walkable” for people using mobility devices and families with young children; people with limited endurance – so distance of walking to stations needs to be considered.
• Sufficiently wide sidewalks.
• Keep Byron park as green as possible, good walking area.
• How will feeder buses link in to New Orchard if it is zoned residential south of the station.
• Need safe way to cross from "kiss and drop off" over Richmond to Cleary.
• Sidewalks need to be widened at north side of Richmond.
• Need safe access to the Ottawa River.
• Seniors cant cross the street.
• More bike spaces.
• The link to Scott St for cyclists IS weak. I primarily use Richmond Rd to access Scott St as the most direct route downtown
• Byron at Woodroffe is a nightmare for cyclists. We are forced to use Richmond West of Woodroffe.
• Need for pedestrian crosswalks from Richmond Rd to Byron – now people dash across Richmond rather than walking at one of the few light intersections between Golden and Woodroffe.
• Clear Access for cyclist through and around LRT stations, this is not the case for cyclists (eastbound)using pathway through Westboro Station or Tunneys Station (either way) or at Golden Ave/Byron Ave.
- Pedestrian crossing for across Ottawa River Parkway between Dominion Station and Cleary Ave to get River Ottawa.

- Walking lane

- I cycle frequently on Richmond Rd from New Orchard to Westboro. Richmond Rd needs cycling lanes! These need to be physically separated from the roadway.

- No need for sidewalk on south side of Richmond Rd.

- School biking/walking routes should be made a priority.

- Currently intersections at Woodroffe and Richmond / Woodroffe and Carling are hugely problematic for students walking to Woodroffe Ave/Fatima.

- There is very few side walks on the side streets which is also problematic for walking to school. Also I need to feel safe on a bike with separate lanes for cyclist.

- Richmond Rd should be a major cycle-way as well as for movement of schools. Seperation of cars/bikes/people should be incorporated. A limited width necessitates reducing lanes on Richmond while intensification raises traffic levels. How will this accomplished?

- Cleary to New Orchard should reserve preference. Woodroffe should be discounted for pedestrian and cycling access but should be widened for cars.

- Bike parking should be available at stations. Bike transport on trains should be available. No parking will be available at these stations. How do you handle “drop-offs”, Byron “kiss and ride” is not a satisfactory solution. Parking in residential buildings are being reduced through design and regulation to stimulate use of the LRT. This “drop-offs” and good feeder transit is essential/

- How will people arrive at the station?

- Separate pedestrians/bike lane

- Need to improve safe crossings over Richmond

- How will pedestrians and bicyclists get by the New Orchard station, it will block the whole park.

- Access

- Sidewalks are needed to better connect pedestrians with bus stops on Richmond

- Most pedestrians crossing Richmond, not walking along

- Woodroffe (while well used, what can we do?) not great for pedestrians and cyclists

- Connections for pedestrians and cyclists from south, particularly Sherbourne and Woodroffe

- Review connections between Byron and Richmond

- No sidewalks in community streets

- Need to consider pedestrians and cyclists needs before vehicles

- Cyclists move from Richmond to Byron as it is more accessible

- Difficult to cross Richmond Rd to catch bus
• Byron... much better, national cycling corridor than Richmond.
• Byron getting bus every day.
• Lockhart/Woodroffe makes sense because well used.
• Cleary/New Orchard (no sidewalks now) not good from accessibility perspective.
• Buildings on north side... pedestrians must cross Richmond
• Connectivity through Richmond is an issue
• Separate cyclists and pedestrians.
• How can people cross the road to access the Cleary station?
• I don’t understand the gentleman who wanted shuttle for seniors. I am a senior. If I were that infirm I surely would qualify for Para-transpo.
• Concerns about Sherbourne Rd, specifically access to Cleary Station. Increased traffic needs to be addressed by providing bike paths/bike tracks at station.
• Either widen the path through the Byron Linear Park to allow for greater sharing between bikes and pedestrians or improve the bike lanes on Richmond Rd. Not sure how to improve this but safer bik access on Woodroffe Rd would be nice because a lot of people bike on the sidewalk making it dangerous for pedestrians, especially children,
• I would prioritize wider sidewalks on Woodroffe over more trees.
• If you put bump out on Byron or Richmond Rd, please don’t put bus stops right in front of them! It stops traffic. Put the stops between bump outs.
• Will there be fewer bus stops once the LRT is implemented?
• Can there be a painted pedestrian crosswalk in front of 1025 Richmond Rd so that it is possible to cross over to the bus stop easily?
• I like to see Byron underground access to Cleary Station.
• Byron should be enhanced for cycling as opposed to adding more cycling to Richmond because additional cycle lanes consume more greenspace. Byron is already a better cycling option because of less traffic than Richmond. Try to divert more traffic from Byron to Richmond.
• Sidewalk on Richmond Rd should be wider!
• Cycling lanes on Richmond Rd will be an improvement
• I have serious concerns about Byron cycling plan... cars sharing lanes with traffic is unsafe
• Bike lanes please!! All the way down Richmond
• Connections through the neighbourhoods.
• Crossover – currently long gaps between signalled crossings.
• Crossover – at bus stop at Tim Horton’s – with a light
• More crossings for pedestrians, narrow number of lanes on Richmond to make it narrower and slower.
• Cycle tracks in Byron path both directions, leave MUP pathway for pedestrians and dog walking.
• Better cycling routes.
• “Shuttle service” might be simply shared on-demand vehicles.
• Byron needs sidewalks, a designated/safe cycling path
• Cleary could be pedestrian friendly and give access to the road
• Richmond Rd must become pedestrian/cycle friendly.
• Look at how people will access the 2 stations – where will the riders come from – this will identify the issue to be addressed.
• Make sure cycling has connectivity (get off street co-mingling at various points with traffic)
• Sidewalks
• Safe access to bike paths from neighbourhood
• Need better crossings (cycling and pedestrian) at Woodroffe, Lockhart, Sherbourne, Cleary
• Need bike lanes on Byron where cyclist can go faster safely
• Rearrange public transit to speed delivery of people to hubs on the LRT. Reduce need for people to drive and drop-off at LRT. (ex minivan transport to hubs with Uber)
• Position bus stops away from street corners so cars can see oncoming traffic from cross streets without blocking flow of pedestrians
• Paths-multi use- for pedestrians, bikes and wheelchairs along entire Byron Park area.
• I like to see Byron underground station access
• Please underground access to station from Byron!!!
• With changes in school zones more young children are crossing Sherbourne particularly at Dovercourt and Keenan.
• We need more/visible crosswalks and bicycle paths all along Sherbourne.
• I pity the poor tourist who is dumped at Cleary Station. I hope we will post maps
• Cycling corridor through Byron park
• North-south cycling lanes from LRT stations (Woodlan, Woodroffe, Sherbourne, etc)
• Facilitate cycling access to the River Parkway
• Implement measures to facilitate bus access to the new LRT stations
• The current road network is very well connected. This is good and I would like this to remain.
• Foster connectivity of the road network (a road between Lockhart, Woodroffe, Pooler, New Orchard, and McEwen) should be considered.
- Sherbourne could be a good bus transit corridor
- Encourage pedestrian usage (better sidewalks, encourage pedestrian crossings along Richmond)
- Limited walking to transit stops = challenges walking
- Ambleside Park access needs to be improved. There are many kids in low rental housing on South side who can’t cross Richmond Rd to access it
- Better access to Woodroffe North pathway from New Orchard would be nice. It would give a nice walking loop when combined with Byron linear park and Ambleside
- It would be nice to cross the Parkway to the NCC between Dominion and New Orchard. (overpass at Cleary-bike usage)
- Winter access to NCC land
- Byron Linear park is too crowded with pedestrians for cycling. It needs a separate cycle track

ON RICHMOND

- Please retain a Green corridor above Cleary Station linking Byron linear park and the Sir John A mcdonald parkway grounds
- Byron strip, McKellar used for walking, sitting (81 years old senior)
- Multi-use is a problem, give cyclists a separate lane
- Keep in mind, cyclists want to travel in straight lines, so the Byron path is poor. A cycle path away from traffic would be ideal... along Byron (north side) might work.
- More access to the river would be nicer. There used to be a more direct path, but now nothing between Woodroffe and New Orchard.
- Byron park for connecting to Carlingwood Ave to the West by bike, for going to Westboro to the east, taking my son to school to the east.
- NCC for recreation and commuting
- Cycle tracks in Byron Park to take bikes off Multi-use path
- Widen the path to reduce the number of lanes on Richmond.
- Currently, the plan assures that the Cleary and New Orchard stations will be “community” stations with less than 1,000 passengers/day. As the neighbourhood grows, these stations will start accommodating more and more passengers. What is being planned to integrate the surface feeder buses with LRT in these areas? What is the mitigation plan to ensure that as this bus traffic increases, the community is not descripted!!
- Keep the bike and pedestrian routes separate.
- I use Byron Park everyday and would like to see it for pedestrians only (as wide as possible) not even a cycling path beside it. That can be separated by keeping cyclists on the north side. The other park I enjoy on my frequent walks is Woodroffe.
- Byron is used regularly. Cycling and walking to Westboro village
Not all cyclists want to use multi-use pathway for recreation – cyclists who commute want to go faster than 20 km.

Safe pedestrian crossover/undercross Sir John A Mcdonald parkway.

“Commuter” bike lanes somewhere along Richmond and Byron

Work with NCC to expand park spaces/uses along the river (high priority)

Multi-use pathway on the north side of McEwen park is a great idea

Multi-use pathways are generally a good idea but I believe that a dedicated cycling path in Byron park is a really good idea. It could be a good route for commuting cyclists (especially with a crossing to Cleary station)

Two pathways in Byron park (one for cyclists – one for pedestrians)

Accessibility issues

Woodroffe not safe for cyclists

Secure bike parking at stations

Secure bike parking at the two stops – cages if possible. Somewhere safe to leave bikes when travelling downtown.

Safe crossings for students and other pedestrians.

Make the routes to the station more inviting and feel safer for pedestrians and cyclists. Wider sidewalks, cycle routes, bike parking.

Westminster’s Mansfield and Fraser north of Richmond Rd very isolated from rest of McKellar Park neighbourhood.

We like to see Byron underground access to station!

Feasibility of Byron underpass to Cleary station should be studied (safety, use, aesthetic impact, etc.)

Extend Sherbourne into Cleary Village

"Consider roundabout? Richmond/Woodroffe.

Consider cul-de-sac for Byron?"

Cross walk by building

Ambleside park access from south southbound improved. There are many kids who can’t cross Richmond to use it.

Desperately need crosswalk on Richmond between the 2 bus stops – Richardson and Harden across from each other (east/west) and seniors sign.

Am I a walker or bike? (wheel chair)

Move bus stop to east of Edgeworth/McEwen
Density

- LRT stations should be centres for intensified development.
- Increase zoning density to enhance ridership for LRT – High rise north of Richmond. Mid rise south of Byron (to integrate with existing residential).
- The Cleary corner already has 727 Richmond Road, Unitarians.
- 75 Cleary is already dense enough.
- Encourage infill development in the entirety of the study area.
- I do not want to see the high density at Ambleside/McEwen extend all the way to Golden Ave.
- New Orchard area needs NO more density – but look and feel for pedestrian environment is needed.
- City needs to define desired density.
- Difficult to plan without knowing the “goal”. We were told/asked to define the nature of change and growth but we weren’t told “specifics” in qualitative and quantitative terms.
- We should be told “how much population density is aimed for!”.
- By comparing to larger urban environment/cities, intensification around mass transit is supporting of increased height and density.
- Lockhart is ugly
- The “context” to planning is that our area has the 2nd highest density of seniors next to Victoria BC.
- City should do a study to determine the “optimum” population density for each area AND determine the services and infrastructure needed to support each level of population density.
- If liveable intensification for secondary plan, how can we do this when New Orchard is 92% apartments? High density already?
- I live between Golden and Woodroffe, this is residential it is not downtown.
- The secondary plan is good. Woodroffe is scary now.

Design

- With exception of Continental, existing buildings are homes, low rise buildings (6 or less stories). There will be intensification with LRT, so intensification needs to respect the current built structures (e.g. space between buildings, setbacks from streets, controlled height of new development, controls to ensure new development does not/minimize blockage to sightlines, reduction of sunlight.
- Innovative “attractive buildings”. Lebreton Flats have examples of other ugly buildings that should be avoided. Goal of development should not be on profit oriented development.
- Metropole Building overpowers the whole neighbourhood.
• Important to develop a vibrant main street commercial/residential mix along the full length of Richmond Rd (Northside)

• Transition on the south side of Byron to less commercial more residential, low-rise.

• Encourage quality design of structures even if you can’t zone for it.

• LIKE: 727 Richmond Rd, 75 Cleary, The Azure (if ever built).

• DISLIKE: Lord Richmond Apts.

• LIKE: Westboro station

• DISLIKE: Ashcroft, avoid concrete colours

• Maintain ground areas for greenspace/pedestrian/patio/wide sidewalks by permitting increased building heights on smaller footprints, stepped back form street.

• DISLIKE: 1085 Richmond Rd

• Blend into neighbourhoods, compliment surrounding buildings.

• LIKE: building at Richmond and Golden

• Invisible stations would be great (buried)

• Stations should be designed to mitigate the potential negative input of these stations to surrounding residences.

• LIKE: Westboro Station, the Continental... good setbacks and greenspace

• I would like to see employment specific uses to be included in some way. I would like office uses to be included in some form near the stations themselves. (small-scale office development)

• LRT stations could be used to host commercial development, as well as potential development as well.

• Reduce/eliminate building setbacks along Richmond Rd.

• Structures to be built away from corridor unlike the current development.

• LIKE: Westboro station

• DISLIKE: Convent building

• Building opposite the Westboro station on North side of Richmond road is nice but too close to side walk.

• Avoid “Convent Concrete” (it’s too close to the road).

• See the river at Cleary station.

• The New Orchard LRT station should blend with the Woodroffe community.

• LRT stations – please don’t make them look like Westboro or Lincoln Heights!

• Some Artists’ renditions look nice and green but how do they accommodate car and bus, drop off, ticket validating/purchase.
• LIKE: the building at 75 Cleary, but it does not have sufficient set back from the Richmond Road and there is no commercial.

• Keep the Byron linear park as it is as much as possible. The stations should have washrooms. They should be modern in design and look welcoming with more landscaping/planting around them. There are traffic lights at both stations so that provides safe pedestrian access.

• Continental Condo is a beautiful building but it is too high and has inadequate visitors’ parking.

• Avoid construction that increases wind tunnel effect created by Continental Condo.

• I don’t like the urban canyon at the west end of Westboro (near the old convent) with very tall buildings and very narrow sidewalks. First and Second floor townhouses around a tower would be better.

• Avoid blank walls.

• This could affect the fabric of the community way of life.

• New condo north-west corner Richmond and Woodroffe should not have been approved.

• Shadow studies MUST be taken seriously.

• Wind tunnel effect MUST be considered.

• LIKES: Westboro Station step-back, public space.

• DISLIKES: The convent buildings on Richmond.

• Noise concerns.

• Community recreation centre (open to the residents in the area) in large developments allowing intensification greater than zoning in current secondary plan.

• Tapered step backs around large buildings

• Richmond Rd narrows at Cleary and there is always a lot of broken pavement to avoid as well as telephone poles! Please ensure the quality of the road here. It is worse since the condo at Cleary was constructed.

• Bike storage

• LRT trains should have capacity to take bikes. Therefore New Orchard Station has to provide bike access to the LRT train.

• Improved Woodroffe-Richmond intersection

• Consider needs of seniors/vulnerable (eg. Shuttle to/from stations to neighbourhood)

• Consider where people are going before establishing

• Need bike racks

• Do not permit planned Azure building or anything to be built there (corner Woodroffe and Richmond Rd)

• Fix the flooding on the underpass
• Block Harteigh Ave at corner of Richmond Rd, similar to what was done for Edgeworth where our representative lives...
• We don’t need to turn Byron into another Kirkwood
• Azure – does not look like it will proceed
• New Orchard – age use tops out at about 6-7 years old despite age range on play structure.
• Upgraded path, more benches, more variety of gardens. More public art. Sufficient parks now especially enhancement plans for the Sir John A Mcdonald linear park.
• Better signage for connecting multi-use pathways
• Linear parkway from Cleary east to Broadview and shops/stores – some shops could be repaired on the pathway – fewer cyclists would help – otherwise a nice walk.
• Cleary station = great!

Land Use

• Need for mix of commercial uses – my concern is that fixation on “high quality” commercial will prohibit basic commercial service provider from setting up shop.
• Promote multi-use (commercial at grade)
• It is a residential neighbourhood with families. Should encourage families to live here.
• I also like retail on Richmond.
• There should be more residential with a commercial component to provide neighbourhood store to serve the residents. The City should take advantage of the stations to provide both commercial facilities as well as public facilities at the stations (ie libraries). This will provide income to the City which can then be used to fund the public facilities.
• This should be done in addition to residential and commercial development.
• Ultimately, a diverse mix of uses should be encouraged.
• Continual commercial frontage along Richmond-Byron corridor (think Bank st).
• More mixed-use. As little “pure” residential as possibly keep variety of space and setback – NOT traditional mainstreet minimal setback.
• Mixed use development – offices and retail.
• Commercial stores
• Commercial operation now could be modified to have better “curb appeal” by creating parkettes or enhanced storefront style offering.
• Mixed use – traditional main street (ie commercial at sidewalk, apartment above, set back from 3rd storey)
• Affordable/slow income housing – family unit
• Mixed use apartment buildings and some low income housing.
• LIKE: the idea of ground level commercial use with upper floors being residential, per the 2009 plan. We need more grocery stores and hardware stores locally. Not sure what should be avoided, unless sleazy temporary, type businesses. Set backs are important, like the Westboro Station building.
• Avoid high rise buildings that do not include commercial space, stores, post office, community services on lower floor(s).
• Active first floors, cafes, retail.
• Street life.
• Small plaza 102 McEwen presently has pizza, spa and small convenience store..NOT to be replaced by condos/apartments. To remain a small plaza (stores/retail).
• Used car lots are likely to disappear and be replaced.
• Encouraged development for LRT but must be appropriate.
• Low rise intensification, mix of townhouses and apartments.
• Keep existing commercial businesses pharmacy.
• A community centre for multi-generational
• Affordable housing (for families) in large developments allowing intensification greater
• Mixed commercial/residential in large developments on main streets.
• My house is right beside the intended site of the New Orchard station. I would like my surrounding area to be 100% residential. So, if the station stays there, absolutely everything should be avoided.
• The area between Golden Ave and the Parkway is an established residential community. Growth here should be limited to preserve this characteristic.
• Growth should encourage residence for families with children not just condos for seniors we need a mixture of growth with access to grocery stores.
• Grocery store within walking distance
• Space for community gardens
• NCC land along the pathway is embarrassingly underused. Collaboration with the NCC to animate these spaces (instead of grass and sparse tree coverage) by either adding more trees for a forest pathway, or adding in some playground or sports uses should be something that the City should consider collaborating on.
Parking

- Ensure adequate parking is available for visitors and within new developments, ideally below (or above) grade to maintain ground areas.
- Should have lots of parking.
- Diagonal parking spaces along Byron Ave.
- Actively discourage parking lots along Richmond Rd.
- Encourage parking on side streets.
- Ensure apartment buildings include adequate parking for residents and visitors.
- Condo MUST provide resident parking.
- Parking on residential streets.
- When parking on both sides of Byron, not enough space.
- People will need to park for LRT?
- Potentially people parking in the neighbourhoods south of Richmond/Byron.
- Solution should be to NOT allow cars to park within 10 feet of intersection
- Need to ensure new buildings have enough parking!
- Visitor parking so that traffic wont go on residential roads.
- Ensure new developments have adequate parking off grade, also commercial parking
- Parking on one side of street and improved parking management
- Building development that is transit oriented and has more apartments than parking spaces.

Park Space and Greenspace

- McKellar needs additional child/youth play infrastructure (e.g. splashpad)
- McEwen needs more play structures. Many children live across the road from it but I never see anyone in it.
- More animation along Byron linear Park, especially West of Fraser all the way to new Orchard.
- More play and relaxing space at Ambleside park.
- McEwen park needs more infrastructure, but leave enough open space for the kids to play freestyle soccer (especially for the subsidized housing residents across the street)
- Parkette across from Tim Hortons – more structured or natural shade and seating (Tim’s seems a destination sire for seniors) Possibly include chess/checkerboard
- Ambleside – more seating with shade and possible games / chess / checkers etc.
- Byron Park is a great location for placemaking, plazas, informal park areas, animated spaces.
- I appreciate benches on sidewalks like there are now.
- Parks should have access to clean washroom facilities.
- Access to drink water fountains
- New structure at Woodroffe park – something aimed at older children (climbing wall, gymnastics bar, monkey bars that are challenging)
- Washroom availability in Woodroffe park
- Hydro line interferes with trees
- Opportunities for many and varied uses by walkers, parents with young children, dog-walkers (pet friendly area – on leash, inside)
- IMPROVEMENTS: Gardens, benches, more shaded areas (trees, large concrete mushroom or umbrella for shade, protection from rain) play structures, splash pad, picnic tables small theatre seating with stage (mini) for impromptu music playing or theatre, washrooms!
- If New Orchard and Ambleside is to be a “green street” that would be great. Let’s see some more trees.
- Green spaces that now exist among the high rises on/off Ambleside must be retained. We already live in a dense concrete jungle in that area.
- The New Orchard Station lands should be in keeping with the Byron green space.
- Ambleside should be kept as a “green street”
- There is a lot of green space near Lincoln Fields station and along the parkway could be developed if intensification is to occur in the neighbourhood.
- Adaptive uses in Byron park.
- Green space around new structures to soften appearance of contemporary and modern designs.
- Maintain McEwan Park, Byron Park etc.
- 747 Richmond green corridor link.
- Byron Linear park and NCC parkway park grounds.
- LEAVE OPEN SPACE OVER CLEARY STATION.
- The green space between the McEwen gas station and New Orchard drive is lovely but makes the living area isolated.
- Keep the greenspace
- Save McEwen Park (develop better).
- Keep Byron park as green as possible, good walking area.
- Ensure green space between buildings and sidewalk.
- Maintain green spaces.
• People-friendly spaces with trees and gardens.
• Important to reflect access to parkway lands
• New Orchard park, on the south should look just as it does now.
• Keep as many trees as possible.
• In terms of pedestrian access to Sir John A McDonald linear park, the focus should be on New Orchard, Lockhart and Cleary to provide access.
• More trees please.
• What will be the impact on the Parkway?
• Park used by dog walkers
• Create a greenspace – park and benches
• Greening of Lockhart dead end
• North side of Richmond Rd sidewalk should be widened and there should be more landscaping and trees and benches.
• Maintain existing green space in areas listed in the Secondary Plan, no need to expand access to river etc.
• Please keep the green space at Ambleside area. This is the beauty to keep the green space. We also have a walking from New orchard also an Ambleside to get to the river.
• Green corridor via Woodroffe
• Cleary station is very short – most is on private property and can’t be compared/treated like Woodroffe, New Orchard etc. But proposed green connection requires buffer of trees to “protect” Unitarian House residence from trespassers/noise
• Maintain 747 Richmond as City owned green space
• Woodroffe North has no park!
• Green the end of Lockhart North @ Richmond
• Azure – added greenspace
• Azure – City should buy property and create greenspace!
• Recreation space in very short supply in this area.
• The Elm at Woodland should not be disturbed
• Too many mature trees being lost
• I use Ambleside park daily, very often I use New Orchard and Byron park as well.
• Parkettes and green spaces around the buildings on Ambleside and McEwen CANNOT be removed. They are a breath of fresh air amongst the concrete high rises.
• We need more trees along the greenstreets (Ambleside and New Orchard)
• I use all the greenspace listed except for McKellar because I live at Ambleside.
• New Orchard street can be beautified from Richmond Rd to the Parkway
• NCC’s Sir John A Macdonald Parkway grounds, McKellar, Byron... are parks I use
• More dog-friendly space somewhere (Byron is good and Parkway) – maybe some offleash area in one local park.
• Green roof on new stations and greenspace around Cleary and New Orchard stations.
• Off leash dog park in neighbourhood
• I’d love a dog park but it isn’t going to happen
• Ambleside park is wasted space, particularly in front of the parking garage – no one would miss it if the LRT station was there.
• McKellar Park for recreation tennis, son’s soccer.
• An improvement for Byron would be to pave the parts of the path that have been made by walkers killing the grass (That means pedestrian crossings on the street too)
• Parkettes are a very good idea for older people, disabled or pregnant to rest on their walks and to be used like a regular park – playing – picnics for younger families.
• I like its simplicity – as many trees as possible
• Woodroffe North has no park/greenspace
• Parkway at Richmond Rd and the bridge close to Edgeworth: beautiful walking path (I purchased a condo 1 year ago – mostly for the view)
• Improved landscaping; trimming and cutting down of dead trees and branches...plant perennials plants
• Community garden plots
• New Orchard: Love this park because it is very community
• I use Woodroffe park almost everyday
• Byron Linear Park; i use it everyday... I jog and the kids bike along here to get to the pathway). The part between Woodroffe and New Orchard mostly but also Woodrofe to Westboro now and then.
• My children go to Woodroffe park with their after school group everyday... skating in the winter twice a week, wading pool multiple times in the summer.
• I would like to see the greenspace we have maintained... its a great neighbourhood in many ways for greenspaces and it is important to keep this.
• The Byron Linear Park is IMPORTANT (even on the side that is west of Woodroffe)
• I use Byron Linear Park because it’s convenient, it is surrounded by interesting venues; it allows for interaction with other people, it has trees; it is a barrier versus Richmond Rd.
• Better tree maintenance
• Would like to see new greenspaces near to LRT stations
- I use the Linear Park mostly, access to bike path via New Orchard
- McEwen Park (I pass by often community Lincoln Fields to Woodroffe/Parkway to Tunney’s Pasture)
- New micro park could be at Sherbourne and Redwood - needs some animation – right now it’s just a triangle of grass.
- McRea (green street) needs more benches and greening.

**Safety**

- Be very visible and open. At Westboro Station, gangs sometimes wait to beat people up or do drug deals. Safety is a big issue.
- Promote safety
- Safety
- Stations should be well lit to discourage shoplifting.
- Avoid loitering areas.
- Current transitway stations generally have no services – no clean public washrooms.
- Don’t have hidden areas, to avoid loitering, graffiti – visibility
- Need well lit area around stations.
- Need safe access to the Ottawa River.
- Concern for safety issues in housing area south of Byron (ie: stations are not always the most salubrious areas).
- Security concern.
- Safety crossing over Richmond to Cleary
- North/South traffic on Sherbourne to Cleary Station will increase traffic into a solely single family home neighbourhood this will, if not mitigated result in increased risk to pedestrians, children, seniors who cross Sherbourne for school, shopping, recreation etc
- Visibility accessing Byron is low from community street
- Pavement quality on Byron is poor.
- Woodroffe (north and south) is not bicycle safe
- Everywhere, Bus this may be a waste without education of cyclists who ignore all rules.
- There will be transportation issues regarding people getting to the station. I live on Byron and I know that people will be driving to get to the New Orchard station. I would like to see safe access prioritized. It is a neighbourhood.
- Cars travel too fast from residential areas into Byron.
• Because of parked cars, they can't see around them and have to drive out into Byron before turning on to it, as crossing it to get on Richmond.
• Noise level from 6am-9am and 3pm-7pm is very high
• Woodroffe/Richmond intersection A NIGHTMARE; DANGEROUS and hazardous to pedestrians and cyclists.
• Sherbourne Rd is very busy and unsafe for pedestrians and cyclists traffic
• Path on Byron right of way need repaving
• Straighten Linear Park path, too dangerous for cyclists, pedestrians and dogs.
• Parks need to be well lit and maintained.
• Improved pedestrian safety for Woodroffe/Richmond.
• Sherbourne unsafe for pedestrian and cyclists
• "By 1100 Ambleside condo-
  1) Noise from LRT
  2) Vibrations
  3) Damage to; building concrete, condo walls, garage?"

**Traffic**

• Ensure traffic from Cleary Station does not drive down Cleary and onto private Unitarian road.
• No right turn at lights (Richmond and McEwen).
• Traffic really bad presently.
• No right turn Richmond road and McEwen/Ambleside.
• Too much traffic now.
• How to get our cars across Richmond.
• Population density = traffic density (ambulances, emergency vehicles)
• Look at big picture regarding highways do not make more lanes/larger lanes.
• Better access to river between Woodroffe/New Orchard: put something cycling-friendly along the Byron Linear Park (straight away from cars and pedestrians); extend linear park, don’t destroy it at New Orchard Station. However, LRT and car traffic is far more important to me.
• The focus for me is improving traffic; so I would not sacrifice a lane of a road for this.
• Unfortunately, there is little room to expand Richmond due to poor planning, and now it is to become an even more important main route.
• Traffic calming Sherbourne
• No car access Byron to Richmond at Cleary.
• No right turn on red @ Ambleside/McEwen/Richmond
• Signals are not timed properly
• Look at managing traffic in neighbourhood to make traffic use most appropriate streets.
• Concerned with new traffic
• Signal timing for pedestrians crossing Richmond too long
• Slow traffic on Byron
• Concerned cut-through
• Traffic calming
• Divert some traffic off Byron to Richmond for cyclists to improve.
• Volume of traffic at present along Richmond is huge in rush hours. Increase in traffic combined with existing connection between Parkway and Queensway along Woodroffe will be a huge problem. Plus access from residential neighborhoods. The whole traffic flow needs to be redesigned. HELP!!
• Increased intensity means increased vehicle traffic... wide sidewalks are needed.
• Impact on Woodroffe and Sherbourne traffic.
• Woodroffe is a three-way, it needs help.
• Dead-end Byron at Woodroffe … one less turning onto Woodroffe.
• Some area buildings/development should be “cut back” to remedy traffic flow/parking/entry-exit from buildings (particularly Richmond/McEwen/Ambleside areas)
• Need to tax cyclists/bikes need licence tag
• We keep accommodating bikes, well then let’s tax them!
• No right turn at Richmond and McEwen/Ambleside.
• Need to decrease speed limits on Richmond Rd/McEwen. Cars speed up at lights. Dangerous “many accidents”
• Emergency vehicles corridor.
• Lights traffic dangerous.
• No right turn.
• From Byron to Richmond Rd is ONE WAY (out of neighbourhood)
• If you put no right turns on red – why not indicate only Monday to Friday so that Right turns on Red are possible on week-ends?
• Concerned about increased traffic on Richardson Ave from LRT station. Propose closing access to Richmond from Richardson Ave. The existing access controls don’t work very well.
• Cars travel too fast on both Richmond and Byron
• Traffic calming measures such as speed bumps will only force cyclists and cars south into more residential neighbourhoods. Good traffic calming mechanism is to have an electric sign at side of road telling motorists how fast they're going and right behind is a reminder of the actual speed limit.
• Parkway – 2 lane?
• Richmond – 2 lane?
• Woodroffe – exit and entrance parkway only one
• Backed up traffic along Parkway and then up and down Woodroffe
• Parkway has become another expressway from Ottawa and over into Gatineau
• Sherbourne Rd acting as arterial to Byron and Richmond. Cars speed excessively. Kids (middle school) trying to cross without any crossings (boundaries just recently changed so kids are having to cross to get to Broadview Primary School)
• Long term: self-driving cars change everything
• Be careful: do not assume parking requirements will vanish – or else you’ll get self-driving cars circling and adding congestion.
• The greatest advantage: traffic compliance and congestion relief (for high speed roads like Queensway, not local streets so much)
• The number of condos planned at Cleary and Kristy’s will create serious traffic problems on Richmond Rd and for streets south of Richmond.
• Speed bumps to discourage speeding along Ambleside Dr. As drivers attempt to “beat the light” at new orchard and Richmond Rd.
• Remember cars and car usage will increase not decrease in area (demographics, convenience)
• Traffic calming measures in most streets connecting main arteries... like between Carling and Richmond Rd. (North-South traffic cutting through)
• Improved traffic enforcement
• Traffic and parking due to intensification will be a problem
• Uses car sharing programs
• There may be fewer cars as more people use the LRT which of course is the purpose of the LRT. To not include the east-west streets as it may discourage use of the LRT. We want drivers to use the LRT.
• Right now it takes me 15 minutes to get out of my driveway on busy hours.
• Sherbourne Rd will see an increase in traffic due to the introduction of the LRT.
• Please consider the recommendations in the Sherbourne Traffic Report from Ecology Ottawa
• My house was hit by a car which caused massive damage to my foundation which we are still dealing with.
- Access to Lockhart is hidden now-lets promote it and open fence at Parkway
- Woodroffe North – bulb outs?
- I do not want to see buses running outside my balcony, an underground tunnel would be OK
- I don’t want increased noise and pollution
- Need to reduce speeding on Richmond-Byron. Byron should be 30 km/h. Richmond can be 50-60 but with raised intersection to reduce aggressive driving
- Does access to Byron from Woodroffe for cars make sense? It is an access point for cut-through traffic? Should it be closed to cars (but open to cyclists)
- "[about Ambleside]
- Blind curve with people racing McEwan/Ambleside down from Richmond.
- New traffic calming system"
- "Need more parking restriction Woodroffe area.
  - Traffic calming measures-cut than traffic from Carling to Richmond Rd"

Other

- Why is Rochester Field not being used for LRT?
- [about the alignment] To far North! Should be farther south such as along Carling.
- What controls can the City apply to ensure developers to not push through “massive” development during the period of development of changes to the Richmond Rd Westboro Secondary Plan.
- My understanding is that city planning can require a “design review” of proposed new development. Why can’t such a process be imposed for new development in the study area.
Appendix B

Public Consultation: Richmond Road Complete Street Implementation / O-Train Confederation Line Stage 2 Connectivity Study

Comments Received up to June 17, 2016

Complete Street Design

- I prefer reduced Roadway to preserve park space and trees in Byron Park. The buffer between Byron and Richmond is important.
- It is really wise to make bike lanes segregated or raised because pedestrians then walk in them causing a greater likelihood of collision and more conflicts.
- Possibly remove all access to Richmond Road from Richardson.
- Bicycling path that are simply extensions of the sidewalk and are even with it present serious safety issues for cyclists – pedestrians, dogs and kids wander onto theme, stand and chat, etc. And become real hazardous. Bicycling lanes need to be separate, distinct by different levels or barriers. Churchill as an example is dangerous for cyclists. Reduced speed on Richmond Road and Byron. Speed can use Queensway. Westboro is a residential neighbourhood. More parking spaces for bikes. Make pedestrians a PRIORITY!
- Separate, designated walking and biking lanes.
- 1) Maintain the Byron Linear Parkway. 2) Safe biking. 3) Richmond Road between Woodroffe and New Orchard -> sometimes there are “wind tunnels” between buildings that are strong enough that my 7 year old was blown into the street when riding her bike.
- 1) One problem I got about the 18.5 m is why we would need a sidewalk on the south side when the pathway is only a couple of meters away. 2) Trees on the both side would be nice but does it really need 20 m.
- 16.5 m right-of-way which would have a sidewalk on the north side of Richmond Road and maintenance of the Byron Linear Park, JF if possible. Division of walkway/pedestrian pathway and two way bicycle path. NOT NEGOTIABLE is removal or reduction of park space and trees in Byron Park. Support the 2009 green space network policies provided at Open House on June 4, 2016.
- 16.5 m using current pathway – how do you connect to bus stops, especially in winter. I would personally opt for widest right-of-way to protect green space and segregation of various types of traffic. Pedestrian/cyclist/vehicle. Integrate hydro into buried utilities – safer more attractive. Encourage mixed use development at each station including public and municipal services and some opportunity for eateries etc. so that stations become active components of neighbourhoods beyond transit. I missed the morning session but I understand that issues related to future development along Richmond were discussed. PLEASE no more concrete corridors – protect setbacks and include green space. Consider partnership with NCC along the whole transit way to protect open green spaces or challenge local neighborhoods to consider a special team or trust fund to protect existing spaces i.e. near Cleary. Architectural
design of stations – needs to consider fit with communities, drop off zones, accessibility to and within waiting spaces that are people friendly – especially in winter or foul weather, lighting and personal safety issues – see earlier point regarding mix use space at station to extend/increase presence of others in non-rush hours, washroom facilities for users of transit and neighborhood paths. If buses will continue along Richmond – consider how they will feed into various stations and their impact on users (snow clearing).

- 18.5 m option.
- 20 m.
- 20 m roadway? At least Richmond Road is very high traffic street and will remain so. Traffic design needs to contemplate (i.e. make realistic accommodation of) buses stopping, deliveries by large trucks, taxis, right turns across bike paths, left turns out of traffic lane – all of which can freeze traffic flow. At cross streets – consider traffic circles.
- 20 m right-of-way.
- A few comments: Consider PXOs at Byron/Richmond cross streets that do not currently have signaled intersections (i.e. Lockhart/Westminster) to cross Richmond. Maintain 2 lane urban cross section the entire length of the corridor, including at intersections where possible. Widen the existing Byron Linear pathway. Continue it through intersections with cross paths. Consider public art along the Byron Greenway as part of the project. Consult local artists through the detailed design stage for the corridor. Consider cul-de-sac for Byron and major intersections such as Woodroffe to maintain Byron as a unite local street.
- A regular, non-segregated bike lane at the street level on Richmond Road would be okay. The proposal for a raised bike lane is a disaster and dangerous and will increase falls and collisions.
- A right hand turn lane going north on Maitland at Carling is also needed to keep cars on Carling Avenue that are travelling to destinations north east of the Maitland exit at the 417. Keeping cars on Carling respects the hierarchy of roads and keeps them off the narrow residential streets in McKellar and Highland Park. ALL DEVELOPMENT on Richmond Road increases traffic in our neighborhood. We need designated travel routes from the 417 to Richmond Road that respect the hierarchy of roads.
- Add cycling tunnel along Byron going under Woodroffe. Connect cyclists from Richmond to Byron at Redwood. Lincoln Fields more appropriate pick-up/drop off location.
- All 3 north-south access to Dominion are currently inadequate (i.e. Dominion, Roosevelt Berkley): Flood, poor drainage; no sidewalk/splashing; kiss and ride traffic idling cars.
- Although cycling lanes are needed, I would prefer less than a total of 4 m (2 lanes × 2 m) on Richmond. Either combine into 2 way lane or reduce the one way lane to less than 2 m. Path through the linear park should be pedestrian only. Cycling on Byron already works well. Why not just concentrate on Byron for cycling rather than add it to Richmond? Not putting cycling on Richmond would allow more space for landscaping (trees) on Richmond sidewalks.
- Any development on Richmond affects residents on Fraser because of cut through traffic. Designated travel routes that respect the hierarchy of roads need to be established between the 417 and Richmond Road to reduce cut through traffic on the smaller residential roads.
• As per our conversion at the Richmond Rd Complete street Open House on June 4 I have copied the comments I sent to Mark Taylor to you. Overall I was quite happy with the presentations and City Staff Feedback. There are a lot of things happening at once so it will be a challenge to get all things right and satisfy every one. There is a good opportunity here to undo some of the damage that was done to local communities when the Parkway was put in 1967.

• Byron Linear Park: Some say preserve all park others say willing to sacrifice a little. Issues with winter maintenance of path. Market kills grass and slows down both pedestrian and bicycle commuters. Ditches and elevations allow for snow to be piled up and gives it time to melt.

• Byron Road: Concern about having duplication of use on Richmond and Byron. Used as a Secondary Route to avoid congestion. Very congested especially during market and rush hour. Make Golden a dead end at Byron as it is a dangerous and busy intersection. Golden needs sidewalks for pedestrians, has traffic issues, very busy and dangerous. Roosevelt going south needs traffic calming measures due to free parking (could displace parking for LRT). Wider sidewalks needed along neighborhood. Bus priority treatment along Byron. Redwood at Byron needs a crosswalk. Byron needs sidewalks. Sherbourne and Byron busy. Staging area in park. Parking on Byron makes street dangerous.

• Cars travel too fast on Richmond Road need pedestrian crossing between Fraser and Cleary. Need washrooms at very busy transit stops. If Redwood is to be closed off, many of us on north side of Richmond Road only turn right out of our driveways and then turn on to Byron to go east or west. As long as turn off on to Byron has a turn lane, I am okay with that. Question 2. On Complete Street options, I would be fine with keeping the pathway on the Linear Park and eliminating need on road itself.

• Cleary Station: Concerned that drivers will abuse Kiss n Rides – using Cleary Road and local apartments. Cleary road too narrow. How do people access the station? Bike lanes and sidewalks needed on Sherbourne. Connection between parkway trails and station. Need clear signage from Carlingwood Mall to Cleary Station. Shuttle for seniors to station from Riverstone Carlingwood LP on Lockhart. Will Carlingwood Mall become a default Park n Ride. NCC good weather trail and they need lighting. Redwood entrance between Byron and Richmond should be moved. Ensure connection from corner of Dovercourt and Sherbourne. Build a tunnel from Byron to the station to the other side of the river.

• Close off access. Exiting one-way access is not respected. Addition of Orchard LRT station will only make this situation worse!

• Close some of the streets that link Richmond to Byron – reduces the number of crossings/conflicts with cars that pedestrians and cyclists have to face.

• Close this road.

• Concentrate cycling facilities on Byron over Richmond. Keep cut-through traffic out. Tim Hortons access on Richmond. Roads without sidewalks should have sidewalks on both sides. Separate cyclist and pedestrian through linear park. Need to consider accessibility needs (particularly seniors). Speeding vehicles on Richmond. Concerned with parking infiltration. Need to address. Difficult to get from Pooler St to New Orchard Station (long detour) ...
consider extending path along old rail corridor east-west (currently informal). Need way finding to stations. Need more vehicular, pedestrian, and cycling connections between Richmond and Byron. Station should have bike parking. Parking demand will increase and this is a concern. Consider widening Richmond for cars to prevent diversion to Byron.

- Convert to 2 lane roundabout?
- Cycling path along Richmond or Byron. Sidewalks on Richmond. Trees and landscaping on Richmond.
- Dedicated bike lanes and traffic calming on Byron.
- Definitely the 20 m right-of-way.
- Designated lane for cars, bicycles and walkers.
- Dominion Station: Current focus is immediate neighborhood access by walking or bicycle. However will Dominion Station require local bus service for people living south of Richmond Road? Lighting of pedestrian pathways to Dominion. Need segregated bike and pedestrian paths to/from Dominion Station. Dominion Station: Emergency call box required: Better lighting.
- Dominion Station: Station location should be further from residence (closest residence is 25 feet away). Station needs lighting for safety, but it is important to minimize light pollution in direction of houses. Sidewalk on Dominion Ave and roadway on Berkley Ave are in poor condition and have drainage issues. Old utilities for new housing area, no upgrades have been done. High traffic to and from station impacts residence and property values. Concern with people parking in surrounding area (Dominion, Berkley, Roosevelt) as well as in area mid-way between stations near path (Fraser, Mansfield and Windermere). Dogs there without leashes. No lighting on NCC trail, good for environment bad for safety. Would like traffic lights to cross the Sir John A. MacDonald Parkway aligned with Fraser Ave especially kids to get across. NCC path needs improvement. People use Rochester path to get to Dominion.
- Excellent. Have enjoyed the speakers very much. Very informative. Looking forward to more gatherings of this kind. May I comment on something (not reflected to this topic). Many seniors in our building. Next door to Tim Horton, busiest one in Ottawa I am sure. We need a special marking on the road to get from the bus stop (1025 Richmond) to the other side of the road (the other bus stop). Just to halt traffic when needed. Thank you.
- Extend Sherburne into Cleary village. VH and Church – Pro.
- Feedback: I am really happy to have an LRT station within walking and biking of my house. Sherbourne should be considered in interconnecting plan for Cleary Station.
- Has there been a study that would make Byron and Richmond both one-way, and widen Byron Park, making crossing each safer? (I am not advocating that, but I think it is an alternative that needs addressing in this study).
- Having a bike lane along Richmond would be great.
- How can Richmond Road ever look like the Glebe on Westboro, if you don't have parking? Street parking is what defines these areas and allows businesses to exist. Parking at least on
the north side should be part of the plan! Otherwise you will have strip malls not a walkable street to shop on. No parking also makes cars go faster on Richmond Road.

- I feel it is important to preserve as much of the Linear Park as possible so not to have the 20 meter right-of-way. Particularly the south side sidewalk could use the existing pathway? Trees on the north side does keep the street from being as stark as Churchill but not if 3.5 m must be removed from the park. Also, the presence of the park is already making for a softer streetscape than Churchill. How will snow clearing be changed by the different options?

- I like having sidewalk on only one side and using Byron path as the other sidewalk. Need to lower speed to 40km.

- I like the wider street with 20 m right-of-way for Richmond but I do not like the 2 m asphalt walkway on the south side of the Byron strip (this is not needed as can use existing path down middle); give the resulting 2 m back to the Byron strip. I like trees down both sides with proper planter boxes so trees don't die. (The version used on Churchill is too much concrete and not enough green).

- I prefer the widest diagram with trees at the edge of the built side of Richmond Road at 20 m.

- I promised Paul Croft I'd send him some off-the-wall idea sketches I've been working on but I don't seem to have a current e-mail address for him. Can I ask you to pass this along? Thanks. As promised, here are the sketches for a boulevard concept I promised you on Saturday. The first two are thoughts about a traffic circle solution for the Woodroffe intersection with a Richmond - Byron Boulevard.
  - The first envisages a web of pedestrian/cyclist tunnels under the roadway to an open-air central space. Clearly, tunnel design would be very important to prevent them from becoming dingy and unsafe holes - possibly widening them beyond minimum need and providing intensified lighting controlled by motion detectors might help.
  - The second addresses the tunnel problem by depressing the complete grade in that location and elevating the roadway back up to original grade. This would open the whole area below the roadway for unobstructed continuation of the park and pedestrian/cycle paths. The viability of both concepts is obviously highly dependent upon there being enough depth to the roof of the LRT tunnel.
  - The third sketch shows what a Richmond - Byron corridor could look like. By my very inexpert calculations, if we assume roughly 50 meters of width between the north side of Richmond and south side of Byron, including sidewalks and bike lanes, there should be enough room for one eastbound and one westbound road lane; a slightly narrower lane to accommodate parking, bus stops, or turn lanes; two sidewalks (in addition to the Byron Park pathway); two recreational cycle paths; a two-way commuter cycle path that I would envisage connecting to the pathway along Scott Street and/or the Parkway paths; space for trees along the north side of Richmond and south side of Byron; plus an 18.5 meter wide Byron Park. There is flex in the amount of space allocated for trees on the north side of Richmond and south side of Byron.

I see the benefits of the boulevard concept as being the efficiency of land use, diversity of what can be accommodated in the way of transportation and recreation infrastructure, the amount of urban forest it is possible to include to enhance user experience and benefit the community, plus vastly improved cyclist and pedestrian safety. The main drawbacks are the requirement for local residents on Richmond who want to drive east to first go west to a point where they can do a u-turn, and similarly for Byron residents who want to drive west to find a u-turn point;
plus some increased traffic volumes on parts of Byron that are currently quieter. How different people might view the trade-offs would be interesting to determine. Offered as food for thought. I'm happy to clarify anything that is not clear in what I admit are not very great quality graphics.

- I think that the destruction of the Linear Park along Byron from Woodroffe to Midway is unnecessary. Running the route under Richmond on the north side makes more sense. Having the station on the north side which will serve thousands of residents north of Richmond is also more sensible and will reduce the risk of fatalities from people crossing against lights to catch their train.

- I would prefer the least amount of changes that would provide enough sidewalk and path and park (probably the 16.5 meter right-of-way). Why are there so many sidewalks and paths on the cross section and map, this seems duplication.

- I'd like to see wider sidewalks on north side, with trees, 2 lanes on Richmond, 2 way cycle tracks in Byron Park, MUP for the pedestrians on the south side, need for south sidewalk.

- If the plan is for a continuous cycling path all the way to Cleland Park then a change in plan will have to take place at Golden Avenue. I do not see anything addressing this problem.

- If we are going to use current pathway for pedestrians, must have snow clearing in winter that connects to all Richmond bus stops from the pathway. Don’t want sidewalk on south side of Richmond but must clear away snow from bust stops not matter what configuration is chosen.

- It would be great to have sidewalk. And keep separate cars from bikes from pedestrians. But should any of this come at the price of reducing car traffic? No.

- Keep walking path in the linear park. Put bike paths between park and Byron. Ensure all new construction has parking. Will there be drop off points? Park and ride? Bike storage/Parking?

- Key Issue: Recognition there will inevitably be a degree of tension created if you try to accommodate all of the uses. Richmond Road Complete Street must take into consideration and give priority to the Byron Linear Park. On south side, use the Linear Park as the main pedestrian east-west/west-east corridor with connections to Richmond as necessary.

- Leverage LRT line route to improve commuter cycling. (Grade separations alongside LRT tunnel in key locations such as Woodroffe; reduced numbers of intersections etc.).

- Lincoln Fields: Tobogganing Hill.

- Linear Park from Woodroffe to McEwen –sidewalks need to be widened bike lanes added. To keep bikes off Richmond Road.

- Love 20 m. Love reducing roadway (not sure need sidewalk on both sides of Richmond - if can make big/wide on north side, and enhance Byron, might not need sidewalk on south side. But should enhance safety at corners) near bus stops.

- Maintain cycle/pedestrian paths on both sides of the Parkway/LRT. Current access should be maintained or increased not reduced.

- Make connection to New Orchard/Richmond intersection from station (direct). Provide access to station from east side. Need to focus on connections to north side residential area (high density). Midblock crossing across Richmond just east of the station (near Tim Hortons) maybe
in PXO perhaps at 1025 Richmond Road (bus stop outside building). Separate paths by greater distance from rail alignment.

- Make the pedestrian/bike path in the Byron Linear Park as pedestrian – priority and ask cyclists to yield to pedestrians. Put regular non-segregated 2.0 m wide bike lane on Richmond Road.
- Maximize amount of trees, whether they are part of a widened right-of-way (along both sides of street) or by keeping as much of Byron Linear Park.
- Merge zone is dangerous. Better than it was but could it be moved in front of Rochester Field? Away from homes or made into 2 lanes only (1 each way).
- More defined walking and cycling paths or lanes that are not duplicated along Richmond and Byron. Do not see the need for sitting wall.
- More garbage pails along Byron path. Delineated bike lanes but not at expense of 2 lanes of traffic. If you are getting rid of Redwood Ave need to have a new left turn lane for bicycles (as there now is one at Richmond Road) to provide more of north south access in the community without going all the way to Woodroffe.
- More points of connectivity from east/west to north/south that is safe. On Churchill when you are going north and want to go east or west or continue north you are left with a decision that involves heavy and speeding traffic.
- Multi-use traffic down Sherbourne intersecting to Byron and Richmond. Both destination traffic to Cleary Station as well as through traffic to Woodroffe and Parkway.
- My key problem area is Sherbourne Road not being open at Richmond Road and the bike lane being on redwood. In the hierarchy of roads Sherbourne is wide and the houses are set back to allow for larger traffic volumes. The traffic (bike lanes and cars) should not use these types of roads.
- Narrow Richmond Road to slow traffic. Wider sidewalks on north side. More benches and platers, trees to make street more attractive. Cycle lanes on Richmond or in Byron Park. Crosswalks especially at long stretches like Fraser to Cleary, Cleary to Lockhart, fewer lanes would make it easier to cross especially for children and elderly.
- Need sidewalk on this side (Fraser Avenue).
- Need to improve parking, cycling on Byron around Golden area – paid parking?
- Need to look at Byron calming as part of 1 future for Richmond – with congestion on Richmond, Byron is very important for access to residential neighbourhood – do not make that worse. Single lane would do just that and as a cyclist commuter it would not improve my perception of safety.
- Need to strengthen commuter cycling routes that encourage longer cycle commuting. Higher speeds and fewer interactions with traffic. (LRT line offers great opportunity for this)
- Need too try to segregate commuter cyclists from recreational cyclists (high speed/low speed). Pedestrian comfort and safety. Bury the overhead utilities.
- Need turn lanes to businesses!
Network: the slide/maps in Jill Savage's presentation show Ambleside as being a "Complete Street" extending west from McEwen to the Pathway. This is currently a path. It is recommended that it remain a path or "pedestrian clean street".

New Orchard Station: Make connection between areas in Woodroffe – Lincoln Heights area on north side. Put in cross walk for 1025 Richmond road.

None of the above on its own. Look at option for "Boulevard" design leveraging the two parallel roadways. This allows more scope for landscaping and segregation of transportation modes.

Pedestrian crossways for Richmond itself. Speed zones regularly ignored. You should plan for cycle parking areas. Need benches for pedestrians especially those with walkers or mobility issues. (20 m right-of-way good but Churchill has too little green).

Preserve park.

Preserve park no sidewalk on south side of Richmond.

Preserve trees – they help the air clean and add value. Not necessary for trees on both sides. Linear Park sidewalk is more recreational than “commuter” – the widening is nice but people try to make it “straight” and walk on grass.

Preserving park space and trees in Byron Park. Byron Park and a suitable pathway need to be extended to the beginning of the overpass over the Parkway from - Woodroffe to New Orchard the pathway is excellent, from New Orchard to Edgeworth/McEwen it disappears. It is far better to have extended pathway than a sidewalk on the south side of Richmond.

Preserving Park space and trees in Byron Park. To be as other sidewalk. Pedestrian crosswalk needed between Fraser and Cleary. Speed of traffic already a problem on Richmond.

Put station under Richmond, not the park.

Rapid traffic on Byron. Lack of sidewalk or separate cycle lanes.

Reduce roadway – it is important to the ambiance of Richmond Road to preserve space and trees in Byron Park.

Reduce roadway – preserving park space and trees in Byron Park. 16.5 m right-of-way. Richmond for cars and through traffic. Byron for walkers, cyclists, local traffic (better with speed bumps and low km/h).

Reduce roadway to preserve Byron Park.

Reduce Roadway. Preserve Byron Park as a buffer between Richmond and the neighbourhood.

Reduced roadway - 2 lanes cycling lane. Walking lane.

Reduced roadway – park space and trail in Byron Park.

Reduced roadway, wide sidewalks, separated pedestrian/cycle lanes.

Remove the 3/2 road split. Preserve the Linera Park. Do not narrow. Cycle path Bi direction, north side.
- Richmond Road – the merging areas (4->2 lanes Westbound) are areas for extremely reckless driving. My son used to take the bus at roughly this area to go to school (jk/sk) – cars frequently did not stop while the bus was there and often sped by in a manner that scared me. He stopped taking the bus.

- Richmond Road: Concern that with too many facilities on Richmond, people will be more likely to take Byron Rd. increasing traffic there. Concern that streets will be to narrow, and the center lines will change on either side of intersections making it confusing. Do not like bump outs, too hard to snow plow, doesn’t allow left turns, makes parking challenging and makes for too much hard scape. Currently bicycles cross roads on wrong side on street and they do not respect traffic. Concern that too many traffic lights will make commuting in automobile slow. Merging down to two lanes is very dangerous, major risk with very aggressive drivers. Berkley/Richmond intersection very dangerous, especially turning left. Wide sidewalks and bike lanes should be built on Fraser between Byron and Richmond. Make all Richmond two lanes. Needs signs that tell drivers speed limits and other traffic calming measures. Leave space for buses to stop. Bus priority on Richmond. If there is no parking for Keg, people will park on Byron. More crossings need along Richmond. North side snow removal of sidewalk. North side sidewalk squeezed out. North overly aggressive drivers and poor sidewalks.

- See previous response. Both pedestrian and cyclist options exist but they are often juxtaposed against one another. The division pathways described is a great idea and would make the greatest number happy.

- Separate designated lane for cars bicycles and walkers. Many benches and good lighting.

- Sherbourne should be open at Richmond so that the cars/bikes pedestrians can get to their destinations on Richmond Road. Destinations such as the LRT station.

- Sidewalk – northern side only.

- Sidewalk needs to be wider! Raised it can only be on one side. Richmond road block has the sidewalk close as it can be - the road can't be widened to the north.

- Sidewalk needs widened/improvement.

- Sidewalk on Richmond (north) is too narrow considering speed of traffic. Would love to see the Complete Street on north side. If Byron has a bike lane, it could go on Richmond.

- Simplify road to 2 lanes. Preserve the Linear Park as is better access to Richmond from the park. Need to manage population density along Richmond. Restrict number of roads accessing road from north side. Adequate bicycle path along one side of Richmond.

- The 20 m right-of-way appears to be greener with trees between the different boundaries (property lines, roads and along the bike lanes). It also nicely delineates between pedestrians, cyclist, and cars and provides designated park space. I prefer the 20 m right-of-way for these reasons.

- The 3 concepts shown do not include any changes to Byron, this must be of the equation, if there are no proposed changes then it should be stated up front. This seems dysfunctional since there is/was a survey including the use of “advisory lanes” on Byron. The loss of parking on Richmond and Byron is not stated but the end result is a shifting of parking onto smaller residential streets which are not equipped to handle traffic. These visually appealing plans do
not make much sense for the reality of winter and snow clearing and removal and how much this will cost. I am happy to let snow pile up on the side of the road and melt and drain naturally but this will not work if there is no ditch. The idea of using the Park for more different uses is on and the lighting would have to be expanded. The middle path of the Park is not good for current use in several places due to poor drainage, it may have to be changed – elevated.

- There needs to be better directional signage within the neighborhood indicating preferred cycling and pedestrian routes to the stations with distances to encourage cycling and walking. This is especially important near Cleary because the street grid is difficult to navigate for those unfamiliar with it. There needs to be careful consideration of sight lines around crossings of Byron and Richmond to avoid collisions and improve pedestrian safety. You should consider no right turns on red restrictions at intersections as necessary to improve pedestrian safety. You should consider pedestrian advance green crossing signals (like at Holland and Wellington) to improve pedestrian safety. There needs to be more signalized crossings on Richmond Road at pedestrian desire points to improve safety and connectivity. There needs to be a large cycling parking structure at each LRT station to handle demand with a variety of racks because typical five ring bike racks doesn’t actually work for all bikes (I can only lock my drop-handlebar/channel frame bike to the end of those racks). You need to establish bus lay-by at Cleary Station to handle transfer safely and conveniently.

- Think about every street as being a source of pedestrian and cycling access – do not funnel! That means keeping streets in repair for safe cycling, potholes, blocks pavement, etc.

- Three condos driveways will be used as drop offs for Cleary. Need solution to not glut small amount of right-of-way/turn in. Great presentation re: Richmond Road. Need elevators at Cleary station, need bathrooms; handicap friendly. Good consultation. Good venue - it speaks to the neighbourhood residents i.e. not City Hall.

- Trees on both sides of the street. Yes, preserve the park space on Byron and Richmond!

- Walking only through Linear Park with a wider foot path.

- Whatever maximizes traffic flow. You cannot wish away traffic. If you will not/cannot make Richmond 4 lanes, make it 3 lanes. It will become a nightmare if it stays 2 lanes with all the increases in traffic and density. Even if you do not like it, your voters use cars. Stop trying to alter people’s behaviour, and start adjusting the actual future needs.

- Widen intersection with better turn lanes and sidewalks. Need to repave Woodroffe to Carlingwood. Cul-de-sac.

- Widen sidewalk on the north side of Richmond. This is a land-use issue too, because current “Traditional Mainstreet” zoning specifies a 1.5 m maximum setback from street – which has failed everywhere (i.e. convent) and only exceptions (i.e. Westboro station complex) have worked.

- Wider sidewalks. Slow traffic.

- Woodroffe north is blocked during rush hour and cannot be crossed. Consider joining Edgar to Rice Avenue with a SNP/SOP light to allow pedestrian and car crossing during a rush hour. City would need to obtain NCC land.
• Would prefer the rail to be above ground from Dominion to Lincoln Fields. This would save hundreds of millions of dollars.

**Mobility**

• 1. A continuous walkway from 1190 Richmond Road through to the Byron Linear Park walkway (south side of Richmond) 2. Longer “walk” light north-south at McEwen and Richmond Road (it is way too quick). 3. Move bus stop at 1190 Richmond to east side of Edgeworth Avenue (very dangerous in current position) or to McEwen Avenue

• A large portion of the condo owners and renters on Ambleside are elderly and many have mobility issues. Fortunately, although 80 years old, I can still walk everywhere around here. I saw where someone has suggested a crossing between the two bus stops at Richardson and Richmond a very good idea. I have seen many running across to avoid heavy traffic in order to catch the #2 going downtown.

• Add safe crossing for pedestrians to cross Byron from path to McKellar Park (stop needed).

• All 3 options that you have are problematic in relation. To safe passing for pedestrians. In this area that number of senior citizens is high. I seriously suggest you to take into consideration the safety of pedestrians (as first priority). I think your work shows more respect to cycling than people on their feet. I could not find any solution to multiple crossing from Richmond to private properties with a shorter distance those standards. For example, two entries exist of 1025, two entries exist of Tim Hortons, carwash entry exists and car selling entry exist in less than 100m distance) all of such entries should be modified to meet standards. Access to the bus stops located to the other side of the Richmond should be revised to provide safe pedestrian access to existing properties. I think no cycling path should separate the properties from traffic lines. That makes the walking of seniors more unsafe than today. Please make the accessibility standards to the public transit your first goal in our neighborhood. The Linear Park between Richmond and Byron should not be filled with markets, and vice versa no business should be located there. Instead we can use it as a leisure linear park and let’s cities artist fill it with their works time by time. Creating a dynamic view.

• A particular problem is speeding and aggressive driving on Richmond Road this needs to be addressed by raised intersections (like Lyon Street). The speed limit on Byron should be reduced to 30 km/h recognizing its status as a local street. They also do not address the real problem – 1) speed. If motorist think cyclist are “off there” they will even be more likely to speed and 2) intersection collisions caused by failure to yield and trying to “beat” lights and excessive speed and visibility problems. In fact, raised bike lanes take cyclists “out of the road” and make motorists less likely to see them and yield to then at intersections. As a pedestrian, I am cut off ALL THE TIME by motorists who do not see me on the sidewalk – raised bike lanes will do the same to cyclists. The study needs to look at destinations in the area to improve access by foot and bikes. The bike parking on Richmond Road and Woodroffe is nonexistent. It needs multiple posts.

• Bad sightlines.

• Better light timing for seniors crossing.
• Better walk across Rochester field to Dominion stop.
• Blind driveway right at merge point cars are racing here to get ahead. Yes, I agree!
• Byron speed limit would be better at 30 km/h.
• Cars accelerate here, calming needed.
• Concerned about increased traffic on Richardson Ave due to new LRT station. There is already a lot of cut through traffic in this neighborhood.
• Concerned with park and ride crowding causing parking issues in neighbourhood. Byron/Sherbourne.
• Crossing.
• Crossing lights.
• Crosswalk.
• Current walking path along Byron Park provides dangerous cross walks for pedestrians. Bring path to Richmond Road or Byron so walkers cross close to Richmond Road and Byron.
• Cycling for “commuter” lanes versus cycling for recreational lanes, some parts of the current sidewalk are too narrow. Ease of access – safe to/from Ottawa River bike paths. Bike lanes need to be continuous – not stop in the middle of nowhere. Need clear signage to know where the connection is i.e. in Westboro and Richmond are not safe for cycling.
• Cycling on both Parkway and Richmond Road. Landscaping makes a difference to quality of life.
• Ensure more stops on Byron to cross safely and need traffic slowing on Richmond.
• Feedback: Cleary Station will be next to my building so my access is easy. How will people cross Richmond Rd from Byron to get Cleary Station? Where is the Kiss and Drop Off going to be? Richmond Rd very busy traffic (tunnel under Richmond). I do not want our driveway used for kiss and drop off. Richmond Rd. sidewalk very narrow and slopes towards traffic.
• Hard to cross Richmond at Wavell during rush hours already.
• I and my family members would bicycle or walk down Sherbourne to Cleary Station. I might also drop my teens at the station by car using Sherbourne.
• I can find no purpose to any ‘traffic calming’ measure. You are just enraging motorists and making them find alternative routes. If you mess with Richmond and Byron, cars will take any street they can get down to carling, on east/west. I disagree with almost every aspect of the ‘Master Plan’ and studies/design principles that were mentioned.
• I currently walk from my home street (Mansfield) to Dominion Station each work day. I want to be able to continue that; not have to go to Richmond to gain access east of Golden. Stations to park bikes would also be a good idea. I support the idea of having a light to cross the parkway at Dominion to access the river side without having to go to Westboro beach.
• I do not know how to fix it but I have serious concerns around Richmond and Woodroffe. I hate the way cars travelling east on Richmond to and Woodroffe, and turning right on Woodroffe then right on Byron just race around the corners.
I find the cycle lane on Churchill works well, but I hear that others find there are cyclists with pedestrian traffic. Byron Linear Park is not suitable for cyclists except this desiring shade and happy to work around pedestrians – more benches.

I live in Woodpark Community, where in New Orchard Station will be placed. My association/community is concerned about: Drop-off traffic cutting through the community. We are already inundated with shortcutting traffic. The egresses along Byron in Woodpark are being used illegally now. With New Orchard Station being proposed these egresses in Woodpark along Byron need to be closed. The community (Woodpark) is very concerned about people parking on adjacent side streets to use the New Orchard Station. The intersection at Woodroffe and Richmond Rd is a disaster in the making. A comprehensive traffic plan needs to be carried out for this intersection especially with the current development being proposed for that corner. Would it be feasible and if not why not, to have the New Orchard Station on the north side of Richmond Road rather than the south side. There is only open parkland on the north side.

I live on Mansfield north of Richmond, equidistant between Cleary and Dominion, so I would access either of these two stations. I would like to use the Ottawa River bike pathways, but it would need to be snow cleared in winter and well-lit all year. Must also maintain access to river pathways from current street access (i.e. Mansfield Ave). If I had to use Richmond Rd street access Cleary Station would be closer (but prefer river path – if safe enough and clear).

I want to be sure that my street community does not become a parking lot for LRT commuters.

I would strongly suggest that right turn should not be allowed pm a red light from McEwan onto Richmond Rd. I speak for many in my building.

If the rail is above ground then it only affects the linear park from Cleary to the Parkway (Lincoln Fields). This section is not widely used by pedestrians and cyclists.

Is there access to Lincoln Fields Station at grade? So I need to use the Carling Bridge? Why? Calgary LRT allows pedestrian crossings at grade using electric gates. Pedestrian access needs to be direct as possible. Stairs are killers. Elevators tend to breakdown and are unsafe.

Is there any solution for pedestrians crossing Richmond Road from Park Place Condo (1025 Richmond). To the bus stop on south side of Richmond? There have already been several accidents from residents attempting to catch a bus.

It would be preferable to keep left turning zone to keep the traffic flowing. One of the reasons there is so much traffic on Byron is that Richmond Road stalls because of left turning cars (from Parkdale through Hintonburg and until Golden ave!).

Kiss and drop off Richmond not Byron.

Link Richmond Road westbound bike lanes to the multi-use paths in Pinecrest Creek Valley without having to cross Richmond (as now, at both ends of the overpass bridge). Facilitate the crossing of Richmond from one way cycle track to the opposite one for “doubling back” to your destination. This means thinking through the cross ride design: allow the short cut by (1) as opposed to 3 leg-crossing by (2).

Lower speed limit on Byron to 40 km and Richmond Road to 50 km.
• Main concern is other people using Richmond as a kiss and ride, using my driveway (I live on Richmond just east if the station).

• Main question is access to Cleary and New Orchard Stations. How to provide adequate parking at the stations. Including heavier usage of riverfront areas.

• Maintain parking on north side of Richmond Road in front of houses. Essential to be able to back into driveway to house on Richmond. After turning left at light on Richmond and Fraser. Very dangerous to back out of driveway into coming cars and for bikes. Slowing/showing the road education both drivers and cyclists to improve safety. Especially with regards to older drivers who are less accustomed to rules of the road regarding cyclist. Prefer wider sidewalk on north side of Richmond Road, perhaps wider asphalt patch for child bikers, joggers - room to pass slower people on linear park. No adult cyclist on linear park or sidewalk. No additional sidewalk needed on south side of Richmond Road if above access. More benches on linear park. Concerns bike lanes on north side of Richmond Road i.e. many driveways with can cause collision especially if bikes travelling at speed. With bikes - suggest it might be better to put bike lanes on south side or all bike lanes on Byron.

• Maximize traffic transport. I live in the area, trees and bike lanes are nice, but if you want to put commuters on Byron, Dovercourt, and every other residential street, then go ahead and reduce flow on (so called) major arterials. Richmond will become an arterial road deserving 4 to 6 lanes.

• Move bus stop to McEwen.

• Need better way to cross Richmond Road. Crosswalk or pedestrian bridge/tunnel (at New Orchard Station).

• New corner sidewalk does nothing.

• New Orchard Station will increase traffic in Woodpark Neighborhood especially Richardson Ave. Need to somehow prevent this. Possibly close off all access to Richmond Road from Richardson Ave.

• No problem getting to the Orchard Station from Richmond Road.

• No sidewalk! People have to walk on road!!

• North sidewalk on Workman could be extended further east through Churchill or cross to south and continue. Tweedsmuir and Athlone overpass should be strengthened or maintained.

• Parking okay. Lots of people walk and bike.

• Please undertake improvements to Richmond Road only in the context of their efforts on Byron. Glad the two are being done together. Byron has turned into a loading dock for goods and delivery, parcel delivery, waste removal etc. between Churchill and Golden the corner of Roosevelt and Byron is horrendous for "goods movement" traffic -> 3 to 4 garbage trucks a day. Yay cleanliness but boo to the smell. I am concerned for traffic, kiss and ride, park and ride etc. on Roosevelt south of Richmond as traffic to Dominion Station increases.

• Reduce traffic speed.
- Safer pedestrian crossing on Richmond. Access right to Westboro Willage, Scott MUP. Woodroffe is scary for pedestrians and cyclists.

- Sidewalk on Richmond. I live on Pooler and would walk to new Orchard following an informal walking path on the NCC land. This walking path runs just behind the businesses on Richmond but is on NCC land. It would be the quickest way for me to get to New Orchard Station.

- Sidewalk on south side of Richmond is redundant except to access buses on Richmond. Widest possible sidewalk on north side with maximum green space on south side.

- Sidewalk/pathway running on south side of Richmond Road from 1190 Richmond Road to connect with the pathway in Byron Linear Park at New Orchard. Very difficult for cars exiting 1190 Richmond Road with bus stops and 1195 Richmond Road and gas station turnings and busy traffic also – need traffic calming – many elders.

- Sidewalks are narrow and traffic moves very aggressively. My wife avoids walking there as much as possible. There is no bike lane or path from Westminster to Cleary.

- Sidewalks north side of Richmond leading to Cleary Station (east and west) are narrow, poorly maintained and get late snow clearing, all of which will deter LRT riders and reduce catchment radius. Crossing Richmond is very difficult at peak traffic; stoplight crosswalk at Cleary may not be sufficient for south of Richmond and Byron ‘Kiss n Ride’ (underground passage maybe).

- Sight lines from side/residential streets i.e. Windermere are difficult to navigate due to parked cars and add angles of roadway.

- Sightlines.

- Speed reduction that is enforceable. Parkettes.

- Speeding area and budget for stoplight.

- Stay blocked off.

- The reason cyclists don’t commute in the winter from Britannia to downtown is that the NCC does not clear the bike path. It would be cheaper for the City to clear it for them rather than spend money on the bike lanes on Byron.

- The rule about the pedestrians walking in the same direction as cyclist should be changed to walking facing traffic.

- There are traffic lights at corner of Richmond Road and McEwen very dangerous now. Area very densely populated. What is happening with McEwen gas station? What is happening with 102 McEwen (small plaza)? Please put no right turn from McEwen on to Richmond Road. Very dangerous trying to get out of entrance. Please extend lights for pedestrians to cross. This area is very densely populated with seniors, disabled and dogs. I have witnessed many accidents, yelling and swearing from people in cars about us pedestrians. Speed needs to be decreased on Richmond Road. Cars speed up at my lights and go through red lights - dangerous. How close to my building foundation? How close is tunnel to my building? What about noise? What about vibration? What happens if my building foundation gets damaged? Where are the vent shafts going to be between Cleary and Lincoln Fields? Do not forget this is residential area! Many buildings in area. Why are we always accommodating cyclists where they do not even have registration tags, do not pay taxes ... but yet you make me pay yearly
for my indoor cat? I am very worried about my building which is an older building and how it will cope with tunnelling or foundation, noise, vibration ... I look forward to your response to my questions and comments. I am always scared and anxious when needing to cross at lights. I am a disabled combat war veteran. I have a service dog (small).

- Traffic control for Kiss n Ride users. Need to keep traffic off private properties, driveways, etc.
- Security around Cleary Station is a unique problem due to transition to unlit parkway lands.
- Traffic is already bad and will get worse. The station seems to be blocking the park for cyclists and pedestrians.
- Use of Byron/Redwood as Kiss and Ride/drop off zone with development this could be a busy station AM/PM. How will the station affect traffic on Sherbourne and other streets? Where will the street crossing from Byron/Redwood be?
- We need a better connection to Scott Street for cyclists going downtown from Richmond Road west. Cycle commuters don’t appreciate scenic detours.
- We need safe pedestrian crossing for Richmond Road especially at bus stops and transit stations.
- We will need a large park and go and kiss and drop zone at this station to help reduce negative traffic impact on residential street near Cleary and New Orchard.
- What is always a problem however is parking and speeding along Richmond.
- When north of Westboro Station is developed (if it is) traffic should be collected onto Lanark not Scott. Signage at Dominion. Bike racks at Westboro and Dominion. Security upgrades at Dominion (stolen bikes).
- When people use cars, where will they park?
- Will #2 bus still run after LRT is a going concern? Also, it was indicated that the sidewalk would be widened on Ambleside, a plus for the many who use walkers (a few wheelchairs). The placing of the new station at New Orchard - on the south side of Richmond - might require easier access for all of us who’s only mean of transportation is OC Transpo.

**Placemaking**

- Many trees - flower … perhaps space for community vegetable gardens?? Well lit - good lighting - for night walking Park space.
- Maximize landscaping and urban forest space.
- Lighting on Byron Linear Park makes sense.
- It is really important to improve pedestrian and transit connectivity in this area. The transit service is insufficient for the density of population – both current and the expected.
- Avoid a wall of buildings facing Byron/Richmond – have green space/parkettes etc. or parks between apartment buildings.
• Bike corral on Byron, widening of multi-use path on Linear path, more benches, garbage containers, dog waste receptacles, parking (be mindful of parking allocations with new development) and better drought-resistant landscaping.

• Byron is a lovely road right now for cycling. It just needs some patching and resurfacing and maybe some shadow marling.

• Can utility routes share the transit tube? I.e., can we bury the Hydro in this section? (It is the ugliest part of Byron).

• Cleary Station: Weather protected bike shelters. Light all pathways to station.

• Community apple tree.

• Create links across river parkways bike paths in neighborhood stations (e.g. Markets, stalls).

• Cycling facilities, landscaping and pedestrian. Convenience stores and grocery shopping.

• Dedicated cycle lanes and large trees.

• Do not want Island Park "canyon" style tall buildings right beside road without set back or something of this sort (Westboro Station type building is much more successful and preferred).

• For placemaking, can the Saturday Market between Golden and Broadview be expanded to more hours, more days, more stalls and longer season? Convent development should be avoided. Living just north of Richmond on Mansfield, is it going to be difficult to turn right crossing a bike lane and pedestrian crosswalk with only one lane of vehicular traffic. Can hydro and overhead services be buried? I am equidistant between Cleary and Dominion. I feel that which one I choose will depend on pedestrian access. Will there be snow clearing on pathways out to 600 m from the station? Defined separation of the different modes is better. Fixing the northern sidewalk to no longer be just a paved shoulder is good separating the cyclists and pedestrians would improve access including on the Linear Park pathway.

• Former CBC pathway made more accessible: plow in winter; widen for walkers; similar to the new north sidewalk at Westboro station. Keep wooded area west of Dominion station. Lighting at Dominion -> to Dark.

• Good connectivity to key areas of interest (LRT to west Beach, LRT to bike paths, LRT to Maplelawn (recognizing existing routes) could be enhanced).

• Good lighting.

• Graffiti control.

• Here are my Comments on Richmond Byron Corridor Complete Street Open House on June 4 2016. As a resident of River Park I am happy with the idea of the Richmond Rd Corridor becoming a Complete Street with safe cycling paths more safe pedestrian crossings between Woodroffe and Cleary. I found the City Presentations informative and City Staff open to ideas.

• I am concerned about our park on backside of Ambleside Dr condo 1100, we would not like a retail mall built on our green space facing Richmond. There is empty space in the Lincoln Fields Shopping Center and Fairlawn Plaza.

• I sometimes think that a traffic fee or car-fee option for Westboro on the weekends would be a great idea. Both in terms of encouraging residents to get some exercise and also set an
example for the rest of Ottawa in terms of environmental attention. One main thing as a side, but related: I am very unhappy with and opposed to one seemingly constant bombardment by developers of condos and high-rise apartment buildings in Westboro. These are destroying the spirit of the community, in my opinion. I am particularly unhappy at the proposal to build apartment buildings on Richmond Road where the Kristy’s restaurant is currently. Also, the intensification exercise and study called for height restrictions and we should respect this. The City wants more money in taxes. Developers can build their monstrosities in LeBreton Flats.

- If possible, the Richmond Road/Byron Corridor needs to be made much more of a community focal point. The Saturday Farmer’s Market for example is a great idea and brings together residents in a friendly manner. I would like to see more/better facilities for cyclists and more landscaping that will draw out residents – perhaps in conjunction at community additions such as coffee shops, ice cream parlours, assorted food trucks, bakeries, etc.

- Landscaping better tree choices.
- Lighting – that is not blocked by canopies. Benches. Maintaining vegetation and trees along green spaces.
- Lighting at Dominion. Better lighting along the Byron Ave existing pathway (curved).
- Lighting for evening walks Linear Park is not lit – difficult to use when dark – cannot see the path which can be uneven.
- Lighting important at Cleary Station and panic box button to discourage layabouts congregating at night. Green space to make stations appealing. Westboro station pretty intimidating late at night so needs surveillance increased.
- Lighting up the TMP trail (west of dominion station).
- Love the Complete Street for Richmond Road!!! Lots of kids use it - summer (bike to river) and go to Maplelawn Garden… would improve cycling safety/connectivity, love idea for planters/trees, like ideas to beef up Byron linear path (i.e. more benches), add water fountains?
- Many benches for resting.
- Many sitting areas – as communal spaces. Trees, trees, trees and flowers for air purification, natural shade.
- More benches would be great.
- Most important would be to save the majestic ELM in the Linear Park at Woodland. Who is responsible in the City for CONSERVING A TRULY heritage tree like that one?
- Need lighting for walking down Byron strip path at night (right beside path, below canopy level). More benches along Byron strip path for resting. Separate sidewalk further away from road on North side (don't feel safe walking).
- New Orchard Station: Beautiful Elm tree 103 cm diameter (preserve?).
- No benches. Pathway connection and bus stop.
- Park improvements and integrate parks.
• Park makes the neighbourhood.
• Parking for cars? Public washrooms (keep them open with no doors). Bike racks.
• Please consider permeable materials for paving of walks and cycle-ways. Churchill is an eco-disaster after the “complete street” change: rarely a bicycle, and impermeable pavement 50% wider than before. Do not do the same here – especially not this near a river (that is used for the City’s water supply).
• Please place kiss and ride on south side Richmond to keep traffic out of McKellar/Carlingwood community. Keel OC Transpo off Sherburne as this would bisect neighbourhood where children and seniors cross from one side of Sherburne to this.
• Preserve mature Elm tree.
• Preserving park space is crucial to community, reduction of speed limits is also needed, beautification of bus shelters, increased signage (village; this way to NCC pathway, etc.), landscaping near Farmer's Market to be improved.
• Rename Cleary Station to McKellar Park.
• Replacing or removing dead trees on the Linear Park. Do not have uniformity of vegetation it is the variety that contributes to the place.
• Replant a wide variety of trees when remediating the Park after the cut and cover.
• South of Westboro Station needs shaded area. More lighting on Tweedsmuir and Athlone. McRae -> not conducive.
• Structural cells planting trees below grade.
• To reach LRT stations: make river pathways able to be used all year (cleared of snow in winter and lighting) between Dominion and Cleary Stations; accessible from Mansfield Ave (like bike paths are currently). Maintain vegetation.
• Too much concrete and no green.
• Trees on the north side would greatly improve walkability especially during summer.
• Trees to offset the concrete condo facades.
• Vibration and noise issues have not yet been solved. Security/lighting around Cleary needs to be addressed.
• Westboro lit pathway (CBC pathway), crime hot spot. Incorporate CPTED design principles… Transit pathway should be properly lit (but do not disturb wildlife). Feedback: When the “As we heard is” is completed can it be emailed as an attachment so we don’t get lost on the webpage.
• Westboro Station: Proposed lit pathway to station is a Graffiti and Drug Use Area.
• With Byron Linear Park I feel like I am part of a neighbourhood rather than part of a commercial area. I do not think we need a sidewalk on the south side of Richmond if we have a lighted path down the Byron Park. I would favour a wider Byron Park over trees on the north side of Richmond. I would not give up the Byron Linear Park or the other green space for parking. I have NO problem with people parking along Byron in front of my house.
• Would like to preserve mature Elm tree at the proposed New Orchard Station site. Also would like to preserve community apple tree at Richardson Ave and Richmond.

Other

• Building at below noted address LRT. Considerable dirt and debris will be trashed on the property and into the underground parking eventually making its way into the drains (condo responsibility both outdoor and indoor). Can the cost of cleaning be covered by the City or can the cleaning be performed by the City?

• Close in (cold against the cold in winter!) The New Orchard Station. No point in having an underground station that is going to be subject to the elements.

• Excellent. It would have been helpful to have a "picture" of an "LRT station" to have a working idea of what it might look like. Also, clarifying where the LRT is underground and where it is at grade/above ground - was not clear on all the maps. When the construction actually starts, residents need to be informed consulted.

• Good day overall because it felt like community was being listened to. Very much appreciate that meeting place is in our community. Good idea to have a brief something on planning. 45 minutes was too long. Too much information which was hard to take in. I would have preferred something that was to draw me in to the idea of taking the two City organized courses. This put me off. Jill Savage's presentation on development for next 20 years was excellent. Clear straight forward.

• Great session! Thank you for doing it in the neighbourhood!

• I found it hard to identify what was being asked with these questions.

• LRT stations should be designed to include partnership to reduce costs. Put fare rates as low as possible, so the stations can include a Subway/Tim Horton's/newsstand/etc. (and washrooms). Bear in mind that 90% of traffic is still cars.

• Most large cities do not hide their LRT.

• My house will face New Orchard Station. I want the station to be underground, under Richmond, to not disrupt or block the Linear Park, to not be noisy, to not cause any vibrations to not impact traffic or parking or crime in my neighborhood. I don’t think this City has given any thought to the negative impacts on residential neighborhoods adjacent to the New Orchard Station, particularly people driving to the station, parking, pick up/drop off; people then trying to get south to carling from New Orchard by avoiding Woodroffe.

• Needs improvement. Meetings, meetings, meetings. Please start on time. Not 9:10. I am not going to become a City Planner. The intricacies and nuances of the by-laws are unlikely, to affect my opinions and I will learn nothing in the 'primer’ that will change them. Dry, boring, too much detail. Impossible to get anything to take away. Basically by 10:05 I have learned nothing except what I have read on the placecards. Instead of taking a Planning Primer, take a how -to run a meeting primer!!

• The NCC just gets in the way. They are too obstructionist.
- Where will drop-off and pick-up cars stop or park at Cleary or Dominion Stations? Need public washrooms at all stations.
Appendix C

Cleary and New Orchard Planning Study “Placemats”

**Land Use, Buildings and Design**

Questions:

1. The future LRT stations at Cleary and New Orchard will bring change to your neighborhood. What types of land uses (ex: commercial, residential, etc) and buildings would you like to see develop around the stations? What should be avoided?

2. What are examples of existing buildings you like/dislike in your neighbourhood? Why?

3. What should the lands around the two LRT stations look like in the future? How should the lands function and fit into your neighborhood?

**Pedestrians, Cyclists and Vehicles**

Questions:

1. Where do you think sidewalks, pathways, and cycling lanes can be added or improved to make your neighborhood more accessible?

2. The Secondary Plan Identifies Ambleside, New Orchard, Woodgrove, Lockhart and Cleary as special streets that should have more trees, landscaping, wider sidewalks, etc. Which of these streets should be made a priority for change?

3. The future LRT stations at Cleary and New Orchard will trigger growth in your neighbourhood. What do you think the transportation opportunities and challenges will be? How can they be managed?

**Your Feedback**

---

As We Heard It Report – Richmond Road & Byron Corridor Studies
Parks and Greenspace

Questions:
1. Which greenspace or park do you use most often (i.e. New Orchard, Ambleside, McEwen, Woodroffe, Mckellar, etc.)? Why?
2. What improvements, if any, would you like to see in these existing parks?
3. Where would you like to see new greenspaces, parks, parkettes, plazas, gathering spaces, etc?

Your Feedback

________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
Appendix D
Richmond Road “Complete Street” Implementation “Placemat”

**Question 1**
Stage 2 Light Rail Transit (LRT) Richmond Road Complete Street Study:
What type of street improvements (e.g., cycling facilities, landscaping, pedestrian amenities) would you like to see along the Richmond Road and Byron Corridor?

**Question 2**
Stage 2 Light Rail Transit (LRT) Richmond Road Complete Street Study:
Out of the three general concepts for the right-of-way, what direction do you prefer for the proposed corridor? i.e. 20 m right-of-way - trees on both sides of the street or a reduced roadway - preserving park space and trees in Byron Park?

**Your Feedback**

...
O-Train Confederation Line Light Rail Transit (LRT) Stage 2 Station Connectivity Study “Placemat”

1. **Question 1**

O-Train Confederation Line Light Rail Transit (LRT) Stage 2 Station Connectivity Study:

Based on where you live and how you would get to the station, do you see any areas that need improvement or would be impediments to your travel to the Stations that we have missed?

2. **Question 2**

O-Train Confederation Line Light Rail Transit (LRT) Stage 2 Station Connectivity Study:

What are key problem areas around the station where there are traffic, pedestrian or cycling safety concerns that need to be addressed?

3. **Your Feedback**


Appendix E

Richmond Road and Byron Corridor Studies

RICHMOND ROAD COMPLETE STREET IMPLEMENTATION STUDY

This study will develop a complete street design concept for the corridor between the Sir John A. Macdonald Parkway in the west and Berkley Avenue in the east. A complete street offers safety, comfort and mobility for all users. A complete street offers different elements, based on function and geographic location, while striving to accommodate the basic needs of all street users. Elements include improved sidewalks, crosswalks, pathways, walking routes, a safe and convenient cycling facility with connections to the broader cycling network, promotion of place making opportunities and enhancements to the public realm with landscape amenities. This study is in keeping with the 2015 Complete Street Implementation Framework.

Marc Magierowicz, Planner
LRT Stage 2 Project Office
180 Elgin Street
Ottawa, ON K2P 2K3
Email: richmondbyron@ottawa.ca
Tel: 613-580-2424 ext. 27820

OTTAWA/CITY OF OTTAWA

CLEARY AND NEW ORCHARD PLANNING STUDY

This study will review the lands around the future Cleary and New Orchard LRT stations to determine appropriate redevelopment, in the context of the surrounding mature neighbourhoods. The study results will recommend a clear policy framework to manage growth over a 20-year period, protect stable residential areas, enhance the public realm, and provide residents with greater clarity about the future of the area. Ultimately, portions of the existing Richmond Road/Westboro Secondary Plan and Community Design Plan will be updated.

Marc Magierowicz, Planner
LRT Stage 2 Project Office
180 Elgin Street
Ottawa, ON K2P 2K3
Email: richmondbyron@ottawa.ca
Tel: 613-580-2424 ext. 14970 or ext. 13124

O-TRAIN CONFEDERATION LINE STAGE 2 CONNECTIVITY STUDY

This study ensures that there are strong community multi-use pathway and sidewalk connections to each Stage 2 station to encourage transit use and that community connections to and through all stations, as well as along the LRT line, are preserved or enhanced. In the Richmond Road/Bryan Avenue area, the study focuses on five stations: Westboro, Dominion, Cleary, New Orchard and Lincoln Fields.

Marc Magierowicz, Planner
LRT Stage 2 Project Office
180 Elgin Street
Ottawa, ON K2P 2K3
Email: richmondbyron@ottawa.ca
Tel: 613-580-2424 ext. 27820

BYRON AVENUE TRAFFIC CALMING DESIGN STUDY

The City has approved a traffic calming plan for Byron Avenue as part of a wider area study for the McKellar Park community. Now, given the higher policy emphasis on cycling and pedestrian needs, this approved plan will be reviewed to identify possible improvements from Sheenbourne Road to Island Park Drive and consider these users and address other localized concerns. This includes the potential consideration of a new type of cycling facility called advisory cycling lanes. Ultimately, the study outcomes will improve conditions for all road users.

Justin Swan, P.Eng.
Planning and Growth Management
110 Laurier Avenue West
Ottawa ON K1P 1J1
Email: justin.swan@ottawa.ca
Tel: 613-380-2424 ext. 21636

ottawa.ca/clairyearnorchard
ottawa.ca/richmondbyron
ottawa.ca/byrnonatm

54

As We Heard It Report – Richmond Road & Byron Corridor Studies