

The Woodpark Community Association Inc.

491 Edgeworth Avenue
Ottawa, Ontario.
K2B 5L2

Re: Woodpark Community Association Submission Concerning the Location of New Orchard Station and LRT Route Alignment West of Woodroffe Ave.

Content in *Italics* are inquiries or statements from the original WCA submission of 4 July 2016.

Responses from the City LRT planners dated 9 August 2016 follow WCA's original comments.

On 12 September 2016 WCA submitted new comments on Stage 2 LRT. These have been incorporated in the document under the WCA RESPONSES AND INFORMATION REQUESTS headings in the bold text below.

The City is proposing to locate New Orchard Station on the south side of Richmond Road in the Byron Linear Park. The route west from Cleary Station is under Richmond Road. However, west of Woodroffe Ave. the route alignment shifts south to go along the Byron Linear Park. The impacts of this change in alignment and the site chosen for the location of New Orchard Station are manifold, profound and entirely negative.

Destroying and degrading a century old green space for the sake of preserving the integrity of development on the north side of Richmond is particularly galling when you consider that the development to be preserved is mostly a ramshackle collection of car lots which are not expected to long survive the arrival of LRT. We assert that the City has not properly evaluated the intrinsic value of the Byron Linear Park to our community and the City at large. Rather our park has been treated as virtually free land ripe for development as a transportation corridor.

Response:

- The alignment was not selected to preserve existing development, but rather to preserve the potential of these sites for redevelopment and transit-oriented development to support the LRT, place public infrastructure under public lands to the extent possible and minimize private property takings.
- The alignment and placement of New Orchard Station was proposed as part of the second round of consultation for the study, in April 2013. At that time the location and configuration of the station was shown and public response focussed on other segments of the corridor. A third round of consultation in June 2013 looked more specifically at solutions between Dominion and Cleary Stations, and illustrated New Orchard Station in its current location. While there have been a few comments received over the last several years, the majority of the comments have been supportive of the location and open air configuration New Orchard Station.
- The comments received at the open houses have been incorporated into the design to the extent possible, and have addressed many of the concerns addressed.
- A coordinated set of studies are now underway to review the lands around the Cleary and New Orchard LRT Stations. A planning study is underway to determine the appropriate redevelopment and update to the Richmond Road/Westboro Community Design Plan. A Bryon **(sic)** Traffic calming study is coming to conclusion, and the

Richmond Complete Street will develop concepts for the road corridor, between Berkley Ave and the Sir John A Macdonald Parkway, to be implemented as part of the LRT construction.

<http://ottawa.ca/en/city-hall/public-consultations/richmond-road-and-byron-corridor-studies>

WCA RESPONSE:

City planners must appreciate Woodpark's unique situation. No other community will bear a greater burden from LRT. Woodpark is a small community of approximately 2,000 people housed for the most part in single detached housing units. There is no plan to increase our population density in the foreseeable future. The proposed LRT Route is along 2 sides of our community perimeter totalling nearly 2 km, giving our community by far the greatest exposure to LRT development. It will literally traverse the front and back yards of many residents. In addition, Woodpark is slated to face material loss with respect to its only large park. This park is a defining characteristic of our community and forms its buffer to a major arterial road. This park contains some of the oldest and finest trees in eastern Ontario, all of which will be destroyed to construct New Orchard Station. Despite Woodpark's relatively impoverished situation with respect to the facilities enjoyed by neighbouring communities, no compensation for this material loss is contemplated.

Our community is expected to form primary catchment areas for 2 LRT stations. The locations of these stations threaten to exacerbate chronic traffic problems that Woodpark has been struggling with since the 1980s. Moreover, no effort has been made to respect the approved development plan for Richmond Road. This plan envisages development of a Main Street type streetscape along Richmond Road. Worse than that, LRT will sabotage the approved plan through the expropriation of the few existing businesses, an action which will also undermine the viability of any remaining. Instead of the friendly Main Street development of small shops along the north side of Richmond Road, we are threatened with the creation of an urban desert with an eyesore on its south side.

Despite Woodpark's significantly greater impacts from LRT, City Planners have made no effort to engage our community in meaningful consultation. Most residents remain largely ignorant of Stage 2 LRT Plans and its impact on our community. While some effort has apparently been made to involve the previous WCA Board in the planning process, you must appreciate that WCA is an entirely volunteer undertaking with no staff, regular turn-over and limited financial resources. Without significantly augmented resources WCA is totally unable to do any serious community consultation. Rather it is the responsibility of the City to undertake such public consultation. The City must not pretend to confuse ignorance with consent.

WCA INFORMATION REQUESTS:

- 1. Concerning any previous public consultations, please provide copies of any notices delivered to residents of Woodpark about the Stage 2 LRT Plan.**
- 2. Please provide information regarding any public meetings held in the Woodpark area about the Stage 2 Plan including details of invitations distributed, materials presented, lists of attendees and the feedback received.**
- 3. Please provide details with respect to any plans to engage Woodpark residents in meaningful consultations with respect to Stage 2 LRT.**

It is our view that our community is being treated as a second class neighbourhood unlike our neighbours in McKellar Park and Carlingwood who will have their sections of the Byron Linear Park preserved for their continued enjoyment. We already have far less parkland and use our linear park more than these communities. Woodpark must not be made both wood-less and park-less by the LRT. In ten or even a hundred years, no one will miss a few used car lots, but everyone will miss our park and its ancient, majestic trees.

Our submission on these matters is divided into 7 areas of comment:

1. Byron Linear Park

The Byron Linear Park west of Woodroffe is for the most part adjacent to blighted temporary development along the north side of Richmond Road. In choosing a route through this park, the planners have implicitly placed a lower value on this green space compared to that of the used car lots along the north side. This contrasts with the approach taken east of Woodroffe where the Byron Linear Park is more lightly used.

Response:

- The planning team placed a high value on preserving the potential redevelopment of the lands to the north of the corridor. The City selected the route to balance the potential for future transit-oriented development to support the LRT and to maintain some, but not all of the Linear Park open space between Richmond Road and Byron Avenue. In areas other than the actual station site, the park can be restored and returned as experienced today. There will also be an opportunity, through the landscape planning process, to determine if there are ways to improve the amenity value of the Linear Park as part of the restoration process.

WCA RESPONSE:

It would appear that public lands are being despoiled to create private profits. While the owners of properties along the north side of Richmond Road will suffer none of the loss associated with the destruction of our community park, they will profit handsomely from the resulting increase in property values. Such behaviour is not consistent with responsible stewardship of public resources.

Byron Park is a defining characteristic of the Woodpark Community. It provides the sole leisure space for the community and its buffer from arterial traffic on Richmond Road. Yet the City planners seem to have regarded it as low value

vacant land to be sacrificed for the greater good of transit. It is false economy to under-value these inputs. The apparent assumption that the Byron Park has no commercial value is totally unfounded.

The cumulative impact and costs of environmental destruction have only recently been acknowledged. It is not responsible planning to simply ignore significant costs whether they are nominal or implied. The costs of losing parkland are all the greater because the City's policy is NOT to acquire any land for parks. No compensation for this substantial loss is therefore even possible. It is thus grossly inequitable to seize any existing parkland. In the case of Woodpark, this is particularly damaging since our community already lacks parkland and facilities compared to neighbouring communities. The city must not compound the damage inflicted by poor planning and ghetto-ize our community.

WCA INFORMATION REQUESTS:

4. Please provide an estimate of the total increase in property values expected to occur for the owners of the properties along the north side of the Richmond Road corridor as a direct result of the Stage 2 LRT.

5. Please provide an estimate of the cost of the Byron Park on the assumption that the City would need to acquire this land from a third party at fair market value.

6. Please provide an estimate of the cost of acquiring a comparable tract of land in Woodpark for use as a public park.

7. Please provide a replacement cost valuation of the existing trees in the Byron Park.

Here a tunnel will be constructed along Richmond to avoid any impact on the linear park. Once across Woodroffe, the approach changes radically as the alignment shifts south to our community's portion of the Byron Linear Park. The location chosen for New Orchard Station compounds the negative impact on our Byron Linear Park through requiring both space for the station itself plus a more southerly route alignment along the corridor to accommodate it.

Response:

- The alignment west of Woodroffe was set to meet the requirements of the open-air New Orchard Station. An open air station is substantially more affordable than a fully underground station, provides more direct access from the station plaza in the park, and provides fresh air to passengers on the platform and the rest of the tunnel. As there is no viable station site to the north of Richmond Road, on public lands, the station site in the Linear Park was selected and the alignment created to connect it to the alignment to the east and west.

WCA RESPONSE:

This description of New Orchard Station could easily be applied to the current Westboro Station. An open air station and trench combined with the destruction of all the mature trees will significantly degrade Byron Park. Woodpark does not desire the creation of an eyesore similar to existing Scott St. facilities. Moreover, the proposed station will result in Byron Ave. and adjoining roads becoming alternative arterial roads used to access New Orchard Station. This will exacerbate chronic problems Woodpark has been struggling with since the 1960s. We already have our safety put at risk by speeding cut-through traffic and illegal turns onto and from Richmond Road. We suffer with the legacy of a century of poor planning and follow-through.

WCA INFORMATION REQUESTS:

8. Please indicate the significant ways in which the proposed New Orchard Station will differ materially and aesthetically from the current “open air” Westboro Station.

9. Please indicate the current expected length of the open trench along Richmond Road and describe the measures that will be undertaken to prevent it becoming an eye-sore similar to Scott St.

10. Please indicate the expected maximum noise level at street level from LRT travelling along the open trench and the measures that will be undertaken to mitigate it.

11. Please indicate the traffic control measures that will be implemented to prevent additional vehicles travelling along Byron and neighbouring streets to access New Orchard Station.

The Byron Linear Park represents a highly valued, irreplaceable green-space for our community. Our association actively struggles to increase access to parks in the community. Whereas our green-space south of Richmond Road is relatively scarce and well used, green-space north of Richmond Road is comparatively plentiful and lightly used. So it is imperative that impacts on our portion of the Byron Linear Park be mitigated at all costs. In addition, placing the Station in the Byron Linear Park removes for all time any ability to grow any large sized trees throughout the entire length of this corridor from Woodroffe Ave. to Richardson Ave. and to add insult to injury, it results in the immediate destruction of existing trees including 2 irreplaceable 150-year old elm trees cherished by our community. Perhaps it is just mere coincidence but in our view, more likely a reflection of disregard for our community, that the location chosen for New Orchard Station is an exact bulls-eye on these two elm trees.

Response:

- While there would not be an opportunity to plant large trees at the station site (as it is an open air station) or immediately to the west due to the station entry, there is potential for trees to be planted along the remaining portions of the route where the LRT box tunnel structure is underground. The depth of the tunnel at this location will

permit the planting of any types of trees over top of the tunnel. The intention is to landscape and improve the park environment east and west of New Orchard Station to integrate the station into the park and surrounding community.

WCA RESPONSE:

The survival rate of replacement trees in Byron Park has been extremely disappointing. This will deteriorate further owing to climate change and increasing air and road salt pollution. This situation will not be improved by the planned soil disturbances and reduction in the space available for root beds. Our urban forest is already dying at a precipitous rate and it should not become public policy to accelerate its destruction.

The height of replacement trees will be limited by the volume of cover available for their roots. The existing mature trees are up to 50 metres high and require a similar amount ground depth and width, not just a few metres in order to thrive. Moreover, the new open air facilities below grade will increase frost penetration and severely restrict their ability to grow let alone survive. In addition, the choices for possible plantings will be restricted by the practical need to avoid tree roots damaging built structures. It is therefore our view that it will be impossible to replace the current mature trees in Byron Park with anything resembling them even after a hundred years. To pretend otherwise is simply dishonest.

Recent research indicates that mature trees in public parks actually prevent crime. Unfortunately the opposite is also true. Small trees actually increase the potential for crime to occur. The city needs to ensure that its replacement plantings do not create a potential crime scene. See further information at: <http://www.cbc.ca/radio/the180/porn-is-for-all-of-us-the-tricky-relationship-between-trees-and-crime-and-maple-washing-has-to-end-1.3750507/the-tricky-relationship-between-trees-and-crime-1.3754974>

WCA INFORMATION REQUESTS:

- 12. Please provide the recent survival rates of replacement trees planted in the Byron Park.**
- 13. Please describe what special measures will be undertaken to ensure the health of replacement trees in this stressful environment.**
- 14. Please indicate the protocol for replacing trees that do not thrive in the initial 10-year period following construction.**
- 15. Please indicate the expected average and maximum 10-year height of replacement trees in Byron Park.**

16. Please indicate what measures will be undertaken to minimize the potential for increased crime in the Byron Park area.

- While the two trees were known issues fairly early in the process, there are no other practical locations for New Orchard station. This has been investigated as part of the preliminary design efforts of the City over the past 12 months and this effort has confirmed that the trees cannot be protected with the current station location and tunnel alignment. The Tree Conservation Report that will be completed during the detailed design stage will speak to how to best compensate for their loss.

If New Orchard Station were not to be located in the Byron Linear Park, the route alignment could be adjusted north to mitigate much of the negative impacts on the park corridor and most importantly, save those two lovely elms. Even a small adjustment to the alignment would be sufficient to spare most if not all of the trees growing along the south side of the Byron Linear Park and allow other trees to grow to a larger size. Does the City really wish to commemorate Canada's 150th Anniversary by destroying the last of its remaining 150 year-old trees? With proper care, these trees would continue to thrive for another 100 years. However, time sensitive work essential to their continued health is not being done, nor is it scheduled to be done. It would seem that the City is sentencing these trees to death through neglect so that the question of their preservation will be moot.

Response:

- The design effort currently underway will examine the potential to adjust the route to preserve these trees however given utility constraints in the north part of the Byron Linear Park (primarily the West Nepean Collector combined sanitary and storm sewer) there is very limited opportunity to adjust the alignment in the park west of Woodroffe. Until such time as a design is complete and construction method is confirmed there will be no change to the way the trees are maintained.
- Forestry Services confirmed that the two large elms, as well as some others along the Byron Linear Park, remain part of the Dutch Elm Disease treatment program and that the routine cycle of tree maintenance continues in the corridor. Additional tree planting in the potentially affected sections of the Linear Park has been put on hold until a decision is made. Tree planting continues as normal in other sections of the Linear Park.

WCA RESPONSE:

It is somewhat gratifying that the City has not already condemned these trees through neglect. The destruction of Ottawa's urban forest has been a matter of public concern for some time. Elm trees have largely disappeared as a result of Dutch elm disease. The survival of these trees is a testament to the diligence of City staff. They are unique for their age, health and aesthetic qualities. These trees pre-date the original Byron Tramway which discontinued service after less than 80 years. In all probability these trees are the reason that the original name of Byron Ave. was Grove Ave.

WCA INFORMATION REQUESTS:

17. Please identify any comparable distinctive elm trees known to exist in the Ottawa area indicating their location, approximate age, condition and any which could be considered in any way superior or even comparable in age and condition to these elm trees.

18. Please explain why these elm trees do not merit heritage designation and protection.

2. Demographic Realities

The majority of potential users of the New Orchard Station now live on the north side of Richmond Road in the Ambleside area. With future intensification expected to continue to occur on the north side of Richmond, this situation will be exacerbated for the foreseeable future. Thus, a station located on the south side of Richmond requires the majority of users to make a time consuming and dangerous crossing of a busy thoroughfare.

The proposed entrance to the station is several metres east of the New Orchard intersection, so normal pedestrian behaviour will dictate regular shortcutting of the official crosswalks. Thus, as well as adding to public inconvenience, this location increases the risks borne by most users. Maximizing public safety should be a paramount consideration when deciding on the location of any station. It is disingenuous to pretend that bad design will not create risks for pedestrians and users. Whatever enhancements can be done to the New Orchard intersection, it will not eliminate the obvious risks for the majority of users who are simply located on the wrong side of the road. Given existing and future demographics, this station clearly needs to be located on the north side of Richmond Road.

Response:

- The station and entry plaza are closely aligned with the signalized pedestrian crosswalk at the intersection. The design team is currently looking at how to maximize the integration to maintain and improve pedestrian safety in conjunction with the Richmond Rd complete streets initiative. The station entry plaza and the connection to the pedestrian crosswalk will be reinforced to encourage people to cross in the designated location in a safe manner
- Connections to the community south of the station are also under review.
- The Richmond Road Complete Streets Study, noted earlier, will address the issues of access and connectivity in greater detail. The link to the study is: <http://ottawa.ca/en/city-hall/public-consultations/richmond-road-and-byron-corridor-studies>

WCA RESPONSE:

Councillor Mark Taylor has stated that based upon his research, he expects that the majority of users of New Orchard Station will come from Woodpark. Our community consists of approximately 2,000 persons (2,159 per 2011 Census). If we assume an above average usage rate of 30% this results in approximate daily ridership of 600 persons. The majority of these now use Lincoln Fields Station. Many will doubtless continue to do so even after New Orchard Station is

constructed because it will be their closest or most convenient option. Others will use Lincoln Fields Station during the morning rush hour, to pick something up or simply to improve their chance of gaining a seat. And on the return trip, others will be attracted by the many shopping opportunities provided at Lincoln Fields Shopping Centre and the strip mall at Edgeworth Ave. and Carling versus the choice of no commercial options whatsoever at New Orchard Station. Still others of this 600 will use buses rather than LRT. So even by these optimistic estimates, Woodpark Community will provide a very small base of perhaps 300 daily users for New Orchard Station. Moreover, Woodpark's population and density will not increase appreciably for the foreseeable future.

WCA INFORMATION REQUESTS:

19. Please provide a business case for the investment required to construct New Orchard Station at its proposed location.

20. Please demonstrate that the value of any net gain to Woodpark residents exceeds its cost including the value being lost by the degradation of its sole large park and other factors associated with LRT.

3. Proximity to Lincoln Fields Station

City planners have cited the relative proximity of Lincoln Fields Station as a reason for not locating New Orchard Station further west and north. However, Richmond Road is a formidable barrier for users. It is a very busy thoroughfare which is difficult and dangerous for pedestrians of any age to cross at any time of the day.

Response:

- The major factors that located New Orchard Station are the alignment geometry to the west and the desired spacing between stations to provide adequate coverage of the entire community. The alignment needs to turn south in the Pinecrest Creek corridor, just west of McEwen Avenue/Edgeworth Avenue, which precludes moving the station further west. The location was also selected to align with the signalized intersection, which will provide safe pedestrian access to the station.
- Moving the station further west increases the separation between New Orchard and Cleary Stations, and reduces accessibility along Richmond Road, which is a main street that the LRT is being designed to serve.

WCA RESPONSE:

The approved plan for the north side of Richmond Road calls for Main Street type development. The proposed location of New Orchard Station, midway along the Richmond Road arterial, is where absolutely no commercial activity of this type currently exists and where none is planned or even possible for the foreseeable future. It could readily be described as an urban desert. Moreover, locating the station on the south side of Richmond at a controlled intersection severely limits

access for potential pedestrian traffic along the north side to support the growth of this kind of development along the Richmond strip.

It is worth noting that while none of the desired type of businesses exist in the vicinity of the proposed station location, several businesses fitting this description (restaurants, flower shop, hair dresser etc.) do exist further east near Woodroffe Ave. and more businesses of this type are planned as part of the Azure development at the corner of Woodroffe. However, none of these businesses will be assisted by the location chosen for New Orchard Station because pedestrian traffic from the station would need to make a significant detour in order to access them. The proposed location also makes it difficult to connect with any busses travelling along Woodroffe Ave.

WCA INFORMATION REQUEST:

21. Please demonstrate how the proposed location of New Orchard Station respects the approved development plan for the Richmond Road and how it enhances opportunities for the development of desirable commercial activity along Richmond Road.

Access to the Lincoln Fields Station will be via the Carling Ave. Bridge. This means that despite any apparent proximity what needs to be measured is the distance that a pedestrian needs to travel on the ground to reach a station, not a theoretical flight path. On this basis the distance between the two stations is actually far greater than implied by a simple straight-line distance measurement. Moreover, locating New Orchard Station on the north side of Richmond and further west will reduce the walking distance and travel time for the majority of users who live in the Ambleside area.

Response:

- In planning transit station access, an 800-metre circle is used to approximate a 10-minute walk using existing sidewalks and pathways. For the planning stage, although high-level, a circle is the typical tool that is used. During the course of the study Geographic Information Systems have been used to measure the distances and properties accessible to each station along the line and found that the circles were a fairly good representation of walk distance and hence, access. The April 2015 Open House contains slides showing the circles used to approximate the catchment areas and the results of the more detailed walk access mapping. This material is available in Appendix B, Annex II.6, page 58 of the PDF document.

WCA RESPONSE:

WCA notes that none of the proposed Westboro, Dominion or Cleary Stations have been sited according to this 800-metre circle design criteria. This suggests that other considerations have required significant deviations from this criteria. In the case of the proposed location of New Orchard Station, the planners seem to have ignored the restrictions on pedestrian mobility imposed by arterial roads. A single traffic signal crossing does not entirely solve this problem because it

necessitates delay and most likely a detour. Rather than a circle, current thinking concerning station spacing recommends using a diamond with the points along the axis of connecting streets to assess pedestrian access. For further information see: <http://humantransit.org/2010/11/san-francisco-a-rational-stop-spacing-plan.html>

In this case, the curvature of the route between New Orchard and Lincoln Fields Stations gives Woodpark residents unimpeded access to both stations. This suggests that the planning criteria should be relaxed to avoid creating too large an area of duplicate access. The route turning by nearly 45 degrees greatly increases the area of duplicate coverage within Woodpark. This is particularly wasteful because Woodpark has a relatively low population density. For these reasons many residents have expressed a desire for New Orchard Station to be located further east and closer to Woodroffe Ave. A more easterly location would place the station closer to larger populations in several existing and planned high-rises, and provide service to existing businesses, schools, churches, the public library and the Carlingwood Shopping Centre. In addition, such a location could provide an opportunity to alter LRT alignment to reduce its impact on Byron Park.

WCA INFORMATION REQUEST:

22. Please provide any background studies and transit demand maps that justify the proposed location for New Orchard Station.

4. Design Constraints

During the development of station alternatives, the City apparently considered the placing of New Orchard Station on the north side of Richmond Road. The only site examined was McEwen Park, however, the view was that there was not enough space to have the tunnel transition out from under Richmond Road, place a station, and turn the corner south to connect to Lincoln Fields Station. It is evident that in its analysis the City did not consider the possibility of acquiring any of the properties along the north side of Richmond Road. This contrasts with the placement of Cleary Station where several established businesses are being dispossessed and a strip mall demolished. WCA therefore struggles to understand what is really meant by these supposed design constraints.

These constraints are evidently based upon the pre-conception that the Byron Linear Park is the only route for LRT. As for the concern about track curvature, we note that Cleary Station is located along a more complicated S-Curve, rather than a simple C-Curve. Further it is evident that the City has not considered the potential for flattening the C-Curve by acquiring any properties or shifting the chosen alignment. We are therefore confident that with a more thorough and accurate assessment of opportunities, any actual design constraints can be readily accommodated with New Orchard Station located on the north side of Richmond Road.

Response:

- At Cleary Station a single property has been identified to provide for a transition from the Parkway corridor to the Richmond Road Corridor. At New Orchard Station the

design intent was to maximize use of public right-of-way and minimize private property impacts. This preserves land for future development to support the LRT, and avoids disruptions to private property owners.

- Options to place the New Orchard station further west were considered early in the design development stage and found to pose significant challenges including substandard alignment geometry and negative impacts on either part or entire areas of private lands.
- Cleary Station is unique as the station site connected two different corridors, minimized private property impacts, reduced impacts on greenspace, responded to the local development pattern and provided a station that addresses Richmond Road.
- At New Orchard Station, the alignment has been developed to take advantage of public lands, provide good LRT geometry and site a station where it is accessible to the community.

5. Operational Considerations

The location chosen for New Orchard Station is along a higher speed (80 kph) straight-away with a slower speed (50 kph) curved section located several hundred metres west of the station. From an operational perspective, the practical result of this location is to extend the 50 kph slow zone approximately 0.5 km east to a point well beyond New Orchard Station where trains would either be decelerating from or accelerating to a speed greater than 50 kph. Trains in this extended slow zone will be accelerating and decelerating and therefore unable to achieve a speed greater than 50 kph. This implicit extension of the slow speed zone will add an additional 15 seconds to a full minute to every train journey in either direction. (i.e. The 30 kph speed differential applied over the extended slow zone distance of approximately 0.5 km)

This delay will add measureable costs to every transit user and the system itself. Additionally, it creates an additional acceleration-deceleration zone in the gap between the station and the curve to jostle passengers and to increase transit costs through additional wear and tear on operating equipment.

Response:

- The alignment west of New Orchard Station is designed to 80 km/hr. There is no speed restriction on the alignment until the approach to Lincoln Fields Station. The approaches to New Orchard Station have also been designed to an 80 km/hr standard to minimize travel delay. This is in part why the station and alignment were designed the way they were – they provide the alignment necessary to provide a high quality LRT system.
- Balancing overall speed with the need to stop for stations was also considered in the analysis of the number of stations. More stations increases local access but reduces overall speed, and fewer stations has the opposite effect. The number and spacing of stations was explicitly reviewed as part of the planning work. New Orchard Station was deemed important to serve the area properly.

6. Opportunity to Act

As previously mentioned, the development along the north side of Richmond Road is largely transitional in nature. It consists mostly of used car lots that are out of place in a residential area and incompatible with community design plans. It is anticipated that with the arrival of the

LRT most of these businesses will be replaced by higher density housing. This process is well under way along Richmond Road east of Woodroffe.

The only significant structure currently located in this strip is the 3-storey purpose-built former residence of Baffin Larga on the northwest corner of Richmond and New Orchard. Apparently this structure did not suit the purpose for which it was constructed and has now been vacated. Before this structure is re-purposed, the City should consider whether to locate New Orchard Station at this site. The City has a time-limited opportunity to actually place the New Orchard Station at New Orchard Ave. instead of Woodland Ave.

Response:

- The City has already considered the use of private lands for LRT, and has selected, as part of the design brief, to locate as much of the facility on publically-owned lands as possible to make wise use of public funds. As stated above, this allows for redevelopment of private lands unfettered by the presence of LRT infrastructure.

WCA RESPONSE:

Please be assured that the planners have chosen the absolute worst spot to locate the New Orchard Station from an urban development and ecological point of view. Whether it were located either further east or west much of its negative impacts on the Woodpark Community could be mitigated and it could provide many positive enhancements for our community and its future development.

If it were located further east perhaps at Ancaster Ave. it would:

- better serve the needs of eastern Woodpark residents and the large population living north of Richmond Road and east of Woodroffe,
- be consistent with the approved development plan for Richmond Road
- provide improved access to local businesses, schools, churches, the public library and the Carlingwood Shopping Centre.
- reduce the area of duplicate station access in a zone of low population density.
- allow connections with busses travelling along Woodroffe Ave.

If it were located further west on the north side of Richmond Road near McEwen, it would:

- improve access for the large population living in high-rises north of Richmond Road.
- support the viability of shops along McEwen Ave.
- provide a link to McEwen Park for families in Woodpark.

It is noted that the LRT route east of New Orchard will deal a blow to local business development by expropriating the property at the corner of McEwen and Richmond which houses the area's largest convenience store as well as a wine shop and gas station. The removal of these businesses will put the viability

of the remaining ones in the vicinity at risk. This is in direct conflict with the approved development plan for the Richmond Road corridor.

7. McEwen Park Access

Locating New Orchard Station on the north side of Richmond Road provides an opportunity to significantly improve the utility of McEwen Park. This is a vast and under-used green-space immediately adjacent to the greatest concentration of children in the entire community i.e. the Centretown Citizens rental housing complex along Hartleigh Ave. It is the only green space in their vicinity. These children tragically have limited access to this park because it is located on the wrong side of the road with no pedestrian crosswalks nearby.

The closest pedestrian crossing is several hundred metres west at the McEwen Ave. intersection. In order to reach the park from the south side of Richmond, pedestrians need to: (1) walk several hundred metres to the far west side of the McEwen intersection, (2) push the button and wait for the pedestrian signal, (3) cross Richmond Road, (4) push the button and wait for the second pedestrian signal, (5) cross McEwen Ave. and (6) cross the uncontrolled lane of traffic turning into the yield-way off Richmond. Relocating New Orchard Station further west provides an opportunity to improve this access through a pedestrian crossing at or near Hartleigh Ave. or even better a pedestrian tunnel under Richmond Road. As well as improving access to McEwen Park, it would allow better access to existing transit stops and a relocated New Orchard Station.

Response:

- These comments will be passed along to the pedestrian and cycling planning team, which is currently undertaking a review of Richmond Road through the lens of Complete Street planning. Resources relating to Richmond Road, and the opportunity to get involved, can be found:

Richmond Road Complete Street Study: [http://ottawa.ca/en/city-hall/public-consultations/planning-and-infrastructure/richmond-road-complete-street\[ottawa.ca\]](http://ottawa.ca/en/city-hall/public-consultations/planning-and-infrastructure/richmond-road-complete-street[ottawa.ca])

WCA RESPONSE:

In conclusion, WCA wishes to stress the following points:

- **Woodpark has the greatest exposure to LRT compared to any neighbouring community.**
- **Woodpark faces the greatest negative impacts from LRT development.**
- **Woodpark already lacks parks and other normal community amenities.**
- **There has been inadequate public information and consultation to date.**
- **Woodpark's unique situation requires special consideration.**

- Byron Park elm trees merit heritage protection.
- The degradation of Byron Park needs to be properly costed.
- Compensation for lost parkland must be part of the plan.
- Station spacing should be adjusted to reduce inefficient duplicate coverage.
- A business case must be made for the proposed New Orchard Station location.
- LRT must respect the approved Richmond Road development plan.
- LRT must address Woodpark's chronic traffic problems.

Signed,

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