



Response from Woodpark Community Association to recent Stage 2 LRT presentation to the connectivity study for New Orchard and Cleary Stations.

We enjoyed and appreciated the broad strokes of the New Orchard and Cleary Connectivity study and having the curtains pulled back on the pending future of this project on the edge of our neighbourhood. The Stage 2 LRT project travels roughly 2km on two sides of the Woodpark neighbourhood.

Woodpark believes that a public meeting/ Zoom call with pre-circulated documents is needed so that all the affected neighbourhoods understand the project and the full active scope. Currently information is trickled out, this only heightens anxiety. The community needs a new way at looking at this project, right now it seems like it is being done to us!

I'm sure most people only know a train is coming, and most of it around here is covered. They may with some accuracy be able to point to the station location -and that's it. Soon we will have heavy construction and yet information is piece meal distributed - recently Hydro disruption notice was provided by the Councillor.

Woodpark was active in 2017 working with the now former councillor Mark Taylor and Chris Swail on a number of areas with the New Orchard Station. Our challenge is that some ideas we agreed to have been included, while others have not been carried forward. Knowing what has been carried forward and what has been dropped is the **challenge!**

The [Council Report](#) advancing the Stage 2 LRT does not go into any real depth explaining what the project will really look like. The report does list some very large scale projects such as the Richmond RD; complete street and sewer work etc. However much of the details are not included. One of the highlights is \$107mil for West End Confederation line for sidewalks, pathways and smaller projects included in the overall project. It does not bore down to the details a community needs.

In [Jan 2017 a scoping document](#) a number of ideas were highlighted for possible inclusion. It was in this period Woodpark participated in [traffic studies](#) and worked with staff to modify the Allison exit to Ancaster, close Byron at Woodroffe, and close Richardson and Hartleigh at Richmond RD. We don't understand how some ideas from the Jan. 2017 report have subsequently been dropped. It would seem that many of details associated with the referendum concerning the reconfiguration of Byron and Ancaster have been included in the report.

How were the ideas of the finalized plans for Stage 2 communicated to the affected people who participated in the various pre project processes? We would like a copy.

Streetscaping on Richmond RD

We appreciate the continuation of the “complete street” on Richmond RD with a treatment similar to behind the Lincoln Fields Mall to the west. The ability to support walkers and cyclists is welcomed. The connectivity along Richmond Road is something we would appreciate working with KEV and the broader community on.

We are interested in the details of how the current road closures at the connections with Byron, Midway and Edgeworth and future closure of Richardson and Hartleigh will be done. The current posts and chains are ugly and in the case of Edgeworth is confusing for non-vehicle traffic. The removal on Richmond RD of the Edgeworth merge lane is needed.

In the past, the right out of Woodpark on Richmond Rd worked reasonably well. There are some who choose to break the law either entering the community or making a left. The Ancaster realignment on Byron and its northbound exit to Richmond and a right out. It would be appreciated if lefts and entrances into the community were impossible.

At Edgeworth there are five vacant lots, we believe two are controlled by the City and are part of the Richmond RD right of way. The lot to the west we believe is a brownfield -former gas station and the lot east has leachate. The massive dig associated with the LRT project presents an opportunity to mitigate the site. The lands around the Richmond Edgeworth corner and west of Midway could present some community amenity space. The Knollwood Terrace will have lost access to Lincoln Fields perhaps this could become a new welcomed space.

We are concerned about the needed driveway for the social housing project fronting Richmond RD between Hartleigh and Midway. No details seem to evident on how this driveway will be treated. On street parking around this site is already well used.

The cross walk across Richmond RD near Ancaster will be a welcomed addition. On the presentation level B led was proposed, we are supportive of a level A, traffic light button.

Byron AVE

During the presentation not much time was spent reviewing the closure of Byron at Woodroffe. We would appreciate seeing how this new green-space will be treated.

In the Jan. 2017 LRT Scoping report, a cycle track was proposed along Woodroffe. This is a necessary piece of infrastructure if residents and people from neighbouring communities are to safely reached the Cleary and New Orchard Stations. Woodroffe is the truck route supporting developments sites on Richmond RD west of Westboro and already suffers with a lot of commuter traffic. The shortened version of the cycle track looks to go up Woodroffe; does it end at Knightsbridge and Anthony?

When were the fuller ideas of Jan. 2017 revised and how was the community notified? We want to see the finalized plans.

Byron AVE will provide great east-west connectivity along the north end of Woodpark. But how will the some 2000 plus residents who live south of the station access the LRT network. In the Jan. 2017 report a sidewalk traveling South on New Orchard was proposed. This would have provided the level of safety for pedestrians as they travel and disperse into the community. This link would support pedestrians from the McEwen Ambleside and Lincoln Heights communities walking along Richmond RD through to Midway and then north on New Orchard to the station. In the Jan2017 connectivity study New Orchard AVE was a proposed location for a sidewalk. Yet in the recent presentation this sidewalk was no longer in the plans, however; the Redwood which too had a sidewalk in Jan2017 report was still going forward and yet through restrictions is basically a dead end. The west side of Redwood now has new mid-rise building in application. This sidewalk can now be built by the developer and is no-longer a public budget concern and monies be reassigned.

Byron Parking and PUDO

The community participated in good faith in early design work Spring 2017 on issues but not limited too the connection and flow of the Ancaster connection to Richmond Road and the pick up and drop off for the station. Some elements of this design agreement is in embedded in the plans, for instance the flow of and location of Ancaster and how narrow Byron AVE is planned to be. We are concerned that like zombies, the PUDO has reappeared and cannot be killed. The community believes that a “community station” does not need a PUDO and it will invite outside community members to flow through the community, increasing cut through commuter traffic. The Pick Up and Drop Off at Lincoln Fields is best suited for non-neighbourhood rail transit users.

During those design discussions, Woodpark wanted to keep Byron Linear Park as wide as possible. Currently Byron has “By Permit only Parking” in large part to dissuade the auto business, hi-rise building residents and guest from the north side of Richmond RD and Hulse Playfair McGarry Funeral Home from using Woodpark as their overflow parking lot. There are rarely any cars parked on Byron until the recent construction.

In some of the earliest design plans associated for Richmond RD it did not look like there would be parking on Byron. Yet in the [Richmond RD dated Jan2017](#), there are parking spaces at either end of Byron -surrounding the station. This deck concerning Richmond RD has the Allison exit versus the Ancaster exit, however in [Councillor Kavangh’s blog post](#) at the bottom of her page with Richardson slide of Jan2017 is shown with no Richmond RD access and 8-parking stalls along Byron.

The Woodpark Community has few parks, no recreation centre or field house. Our big park with playing fields and our local library are actually in Carlingwood. Our children have to exit our community to go to surrounding neighbourhoods for a possible 4 local grade schools. The community has been very concerned about the loss of park space and is one of the reasons to

narrow Byron AVE. We believe the design changes that modified the Allison to Ancaster exit included no parking on Byron and no PUDO's.

Don Wood from our Community Association is following up on these matters and pursuing documents that use to be forward facing on the City website.

Lawn Cycling Path.

A community member provided me with a [2015 Cycling map](#) showing Lawn AVE as a potential cycling route -coming in the future. The future is still coming. Lawn physically is in very poor shape. Besides potholes there is some massive dips towards the sunken shoulder. If Lawn is to become a designated cycling route we believe it needs work. Edgeworth is the current western entrance to community and intersects with Lawn. Lawn at its western end supports a lot of community traffic and is an important road to navigate in and around Woodpark.

The Lawn right of way at it's western end will have the ditch filled and a "pocket park" flowing west to the NCC green-space. It is assumed that Lawn will have increased traffic as, Byron no longer exits at Woodroffe and Richardson.

The Lawn and Edgeworth intersection and the first four blocks east need the greatest work. We are interested in expanding and supporting cycling networks just not hazardous ones.

Pathway to Ambleside

The cross walks are welcome addition to support the current and future residential buildings along Richmond RD.

Just west of New Orchard light, there is a pathway between Used Ottawa Honda and Ambleside 3 building. I asked a question about this and it was not included in meeting notes.

A path in this general area was included in the [New Orchard Transit Secondary Plan Schedule B Public Realm](#) which this community participated in. The [Jan2017 Connectivity Report](#) (p146 of153) also recognized this location for a path.

The Challenge with the existing pathway is its signed as private un-assumed pathway. In the winter time this is where the building stores their snow. If Ambleside and McEwen buildings are to safely navigate around construction and enjoy ease of access to the station this current pathway needs to be upgrade. Waiting for the Dilawri Family to sell their car dealership could be long a time. Their business model is to sell cars, they might have learned about property development but they are in the car business.

The community needs this link as the City has so-often reinforced through multiple recent studies and community processes.

We look forward to being able to participate in a process that is wholistic and respective of the community.

Sincerely,

Ian McCallum, MA
President, Woodpark CA