

# 2013

## Feeling Railroaded by the LRT?



Report and Action Plan  
From the May 5<sup>th</sup>, 2013  
Community Muffin Meet

McKellar Park Field House.

Hosted by:

Neighbours for Smart Western Rail and  
McKellar Park Community Association.

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## Summary Notes from the Sunday May 5<sup>th</sup> 2013 Neighbourhood Muffin Meet aka “Feeling Railroaded by the LRT?”

On Sunday, May 5<sup>th</sup>, 2013 at the McKellar Park Field House, many people came to talk about the city-proposed Western Light Rail Transit (WLRT). We shared intimate knowledge of our community assets and potential impacts to our neighbourhood. Here in this document, you will find many written concerns and ideas – we even came up an [Action Plan](#) together!

With an initial city-imposed May 10<sup>th</sup> deadline to supply comments on the green line proposal, we leaped into action to invite as many people as possible, with only a few days notice. A flyer was delivered by community volunteers reaching out from Woodroffe Ave. in the west to the Dovercourt Recreation Center in the east and from the Parkway in the south, almost as far as Carling Ave to the north. All Smart Western Rail stakeholders were invited and community associations between Tunney’s and Lincoln Fields also received notice. With many seniors and families with children attending, and over 90 who signed in to receive updates, we were successful in hearing from a cross-section of the community. The constituency of concerned individuals is much larger as many neighbours expressed to volunteers, strong interest, but inability to attend on short notice. Since this community drop-in, many others have expressed an urgent desire to be part of the conversation. Please forward this document to them.

We also hope that neighbours who are not already involved in discussing WLRT will be encouraged to follow through on our [Action Plan](#). Smart Western Rail (see appendix) would welcome a copy of any replies you receive from decision-makers. Copies of this correspondence will ensure that we can all be aware of significant communications.

This report is going out to all who attended the meet. Those who signed in will also receive Smart Western Rail updates (but, you can unsubscribe at any time).

Neighbours were asked to add questions and comments to the following:

1. Why not Carling? Why not \_\_\_\_\_? (a smarter option?)
2. City's orange line (from Dominion through Rochester and along Richmond)
3. City's green line (“elegant solution”), from Dominion station along Skead to Cleary
4. What is the value of open space to you?
5. Imagine Improvements to Rochester Field
6. Imagine Improvements to the Byron Linear Park
7. Intensification and Transit Oriented Design
8. Action Plan

## 1. WHY NOT CARLING? WHY NOT \_\_\_\_\_?

Despite widespread interest and support for WLRT along Carling Avenue, the City of Ottawa has recommended against Carling, without publically sharing the data or analysis that supports that decision.

### **COMMENTS from nationally recognized transportation authority:**

(The following comments are provided by David Jeanes, of Transport 2000 (<http://www.transport-action.ca/en/index.html>) in response to questions posed during the evening Muffin Meet.)

1. The population and jobs density along Carling Avenue have been underestimated (be aware that there are some estimates only including residents along Carling). What should not be excluded are schools, shopping centres and hospitals, and recreation centers as Dovercourt and the Jewish Community Center: this will reveal transit use by students, shoppers, hospital outpatients and visitors.
2. The cost of surface Light Rail on Carling Avenue should be comparable to the \$106 million spent to construct a similar length (6.8 km) segregated median LRT line on St. Clair Avenue West in Toronto. An elevated or tunnelled line should not be needed on Carling except for a few short underpasses of major cross streets and a possible overpass of Kirkwood, (but not the Queensway).
3. St. Clair Avenue was much more complex than Carling, because of on-street parking on both sides for much of the route length. Carling has no on-street parking.
4. The grade and curvature at the Carling O-Train station is similar to the downtown transit tunnel between Waller and Rideau Streets and should not be a major obstacle. The LRT line will already be below grade under Irving Avenue which mitigates the steep hill from there to Sherwood. (See also point 14 below).
5. If the Carling corridor is chosen, bus rapid transit on the Parkway could be maintained at no capital cost during LRT construction and until 2031, effectively doubling rapid transit capacity to downtown from the west and maintaining convenient access to Tunney's. We have already paid for new double decker and articulated buses to provide this service.
6. After 2031, surface LRT on Richmond Road could be an acceptable transit option for the northern corridor, similar to previous consultant proposals for eventual supplementary LRT routes on Carling Avenue or Baseline Road.
7. While bus rapid transit continues to serve Tunney's from the west, only half the trains through downtown would need to run west on Carling, while every second train from the east could serve Tunney's and its bus-rail interchange.
8. If there is LRT from Baseline to downtown via Carling and BRT from Kanata to Tunney's via the Parkway, then both south west and far west suburban commuters will have a single bus to rail transfer at the start points of the LRT, (and will be able to get seats).
9. The number of at-grade road crossings for LRT on Carling can be mitigated by synchronizing traffic lights for train movement, and co-ordinating closely-spaced signals (e.g. Woodroffe north and south; Island Park - Holland - Parkdale, etc.) Some minor streets can be accommodated as was done on St. Clair West, by allowing signalled U-turns at nearby main intersections.
10. Carling is crossed by north-south bus routes at many points that provide excellent feeder access, e.g. Woodroffe, Maitland (before 2011), Broadview (school routes), Clyde, Churchill,

Kirkwood, Merivale, Fisher, Holland, Parkdale, and Preston.

11. By contrast the stations at New Orchard, Cleary and Dominion are not well-situated for access from north-south bus routes.
12. The Richmond corridor may have more new residential development, but far less employment and less of the all-day all-week traffic which the expert peer review panel recommended in connection with the 2008 Transportation Master Plan.
13. The O-Train from the south and the proposed extension to Gatineau should be compatible with electric LRT use of electrified double track between Bayview and Carling. In Europe the same electric and diesel LRT vehicles share tracks.
14. Here are Google Maps illustrating the curvature to the same scale (300 m radius circles) for Carling/O-Train and Waller/Rideau.  
If the LRT is constructed in the Richmond Road corridor, it should have a station at Woodroffe/Lockhart rather than stations at New Orchard and Cleary. It is within walking distance of Carlingwood, two schools, the public library, four churches which serve community needs (as there is no community centre in the Carlingwood area), and potentially four existing feeder bus routes (2, 87, 153, 16).  
If the LRT is continued in tunnel between Cleary and Fraser/Rochester Field, Dominion Station could be replaced by a station which better serves Richmond Road, Westboro Village, Nepean High School, etc. Dominion is too close to Westboro Station.
15. Another option for rapid commuting from the western and southwestern suburbs is the existing CN Rail line through Nepean, Bells Corners, the Equestrian Park and Kanata, extending west to Carp and Arnprior. It could have O-Train or commuter train service at typical speeds of 120 km/h or higher, linking to the west transit way, the southwest transit way at Woodroffe, the O-Train at Confederation, the southeast transit way at Billings and the Confederation Line at the Train Station. It is a straight, level, and almost fully grade separated route, amenable to eventual double-tracking over much of its length.
16. The City's origin-destination surveys (2005 O-D Survey in the National Capital Region ([www.ODSurvey.ca](http://www.ODSurvey.ca))) also showed very large numbers of travellers from the western, far western and southwestern suburbs commuting into the zone south of the Queensway between Woodroffe and the O-Train. (Part of this zone was in Nepean but a lot was around Carling).

### **More Arguments For Carling**

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- I - and countless others throughout the city - would far rather pay what it costs to build an integrated versatile WLRT that - in addition to supporting suburban commuters - effectively supports the diverse needs of local residents and businesses: getting to work, stores, businesses, hospitals, schools, recreation centres, entertainment venues, AND connects with other components of the public transit system in Ottawa. Build it right. Build it once. (Don't waste \$1 billion on a non-solution in the north.)
- Public transit on Carling (or Baseline) is close and accessible to countless people and businesses - as opposed to transit built at the extreme northern fringe of the city - at or beyond all existing or potential development.
- This neighbourhood is under-served by transit. The city cancelled #15 bus and our commute has increased by 15 minutes. Now we are now hearing about the city rejecting the Carling option because it might take an extra 3-15 minutes for suburban commuter to get to Tunney's.
- It is possible to serve both local and regional needs with one line - and cost saving too: build

one line (on Carling), not two separate lines - run express routes at rush hour and frequent stops during off peak hours.

- Our campaign must now be with the province now. Will the province support option not on Carling? Yasir Naqvi said he supported Carling.
- Carling is like Toronto's Sinclair-west line
- Where is Toronto's subway – Bloor Street or Lakeshore Blvd?
- Carling does not have to be the whole solution for local and regional needs. There is the BRT for regional needs.
- Anywhere but the parkway. Put it on Carling, Queensway, Baseline, Hunt Club. Think of the future city.
- Win-win. Investment in city-building within the greenbelt with Carling.
- Our hospitals are suffering parking problems. Solve them. Run the LRT down Carling Avenue.
- Carling is the most useful route to move people.
- Move LRT to Carling Avenue to serve residents and businesses; Carling is where people are!
- This solution will increase business along Carling and Baseline
- Carling is a commercial road and can take a train at grade. It would allow for intensification.
- Carling is a 4 lane road with a divider that is already set-up for an above-ground rail. This would avoid backyards/front yards, green space, rail crossings and rail-pedestrian accidents.
- Carling is the best solution as it will save green space and access to the river.
- Nobody says “don't put it along Carling because it will destroy our view”.
- More potential for increased density along Carling route.
- Regarding the o-train/Carling station: London, England has stations that do not collapse with directional trains intersecting. The north-south train can work with the east west train at this point.
- Cities like Portland or Calgary use above ground system and can be done with drive...find the money and do it right!
- Is there someone in Calgary that can speak to how their at-grade works? Can we get a media interview with them?
- The steep slope along Carling is between Bronson and the Central Experimental Farm can be re-mediated in several ways.
- Carling Avenue Please for LRT! Carling needs improvement.
- Carling will increase revenues for existing businesses and will attract new businesses.
- Carling Avenue makes the most sense. Lots of room, less impact on homeowners, lots of businesses, employers, and development potential.
- What would Carling be like in 20 years with light rail? Think longer term and bigger picture about impacts on society and on the economy.

### **Perceived Barriers To Carling**

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- The problem is two words: Tunney's Pasture. What are the employment figures for Tunney's? Where do the workers at Tunney's live (east, west, north or south)? How is that expected to change in the future with mixed use at Tunney's?
- The steep slope along Carling, between Bronson and the Central Experimental Farm can be made to work in several ways.
- We don't need a journalist's explanation; let's hear why not Carling from the city in writing.

- The city's objectives for this line change and so the arguments against Carling change. Why so?
- Is the new Environmental Assessment legislation (that the feds changed around five years ago) degrading this study so full cost and benefits are not examined for all the alignments? Does the new legislation require enough look at alternatives? Does the new legislation meet the public's expectation for consultation? More must be looked at ....ask the federal political parties.
- People who live here have different values than the consultants, planners, elected officials apparently. Do any of these people live here?
- Carling will serve our needs and others. We use Carlingwood mall for buses and shopping.
- Why not bury LRT along Carling (how are we going to solve winter maintenance issues? how are we going to keep potential riders warm in winter, while waiting? other major cities have subways! Ottawa is now a major city, we have to start thinking that way)

### **Why Not A More Central Location**

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- Why not use the Queensway to Orleans stations at Scotia bank, Terry Fox, Moodie, DC, Woodroffe, Kent etc have buses to downtown. The train line should go to the airport.
- A question of equity. Who is the northern line serving?
- Why not Baseline? The city's statement of work was narrowly defined and pre-determined that the LRT would be in the most northern part of the city. A northern line will serve (possibly) Kanata, Barrhaven etc. but it will not serve equitably communities like Briar Green, Craig Henry, Bel Air, Carling Heights, Fisher Heights. An LRT along baseline would still serve Kanata and Barrhaven but would also serve other Ottawa communities.
- Consider Don Brown's proposal: this alternative WLRT route addresses issues of stub line or sharp turns at Tunney's Pasture by accessing TP from west along Holland (Holland is straight and 4 lanes wide) then following sweeping curve through TP toward downtown; this routing does not sacrifice current O train and can be accomplished from Carling or Baseline, but would negatively affect Holland Ave residents north of Carling (respect these people - bury the line there!)
- Don Brown's alternative WLRT route integrates and augments existing and future public transit in Ottawa (rather than evading or sacrificing it as the city proposals do)
- Consider the needs of east Ottawa for transit. Are they the greatest bus users?
- Why invest in transit on the city's most northern border? It doesn't make sense.
- Transit built at the extreme northern fringe of the city??? Why are we even contemplating the northern routes - the city is exploding to the south!!

### **Comments On Keeping BRT**

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Bus Rapid Transit in the north, plus a PRIMARY AND SECONDARY LRT ON CARLING

- Not all transit should be in one corridor in the north. The Bus Rapid transit could be left and focus on another area of the city for the next 20 years. Construction of the LRT from the BRT will be disruptive as the buses will have to move location for years during construction.
- Carling does not have to be the whole solution for local and regional needs. There is the BRT for regional needs.

- Engineers follow the instructions of politicians and the city's political will is not for Carling to be built as primary line, first. Why?

### **Frustration With Lack Of Transparency**

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- Without documents/analysis used in comparing alignment options available on-line, there is no way this community can be persuaded on the city's decision-making.
- No on-line transparency about Carling = potential for corruption and kick-backs.
- The process has been controlled so there is virtually no citizen/community participation. This suggests a hidden agenda to reject Carling.
- Consultation means listening. Carling would serve apartments, hospitals, shopping, and is a good beginning for Kanata and Barrhaven.
- Short time-lines for consultation by the city.
- Q and A needs to be online...what are others asking...what is the city reply?
- City decided on preferred route before consultation with western communities on the preferred route.
- Why the urgency for decisions?
- Hold Katherine Hobbs responsible to represent the community or suffer defeat in next election.
- I am offended by the city's transparent ruse to restrict Q and A to their preferred route.

## **2. ORANGE LINE**

### **Dominion then Rochester Field and along the Richmond/Byron Corridor**

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- Trains every 2 minutes in our neighbourhood. Do Carling or elsewhere.
- Impact on homes on Richmond-Byron, noise, vibration, crossing safety, pedestrian safety, loss of trees on the Linear Park
- This Orange Line is not an option because it will KILL the community.
- This option will divide the neighbourhood. Byron Linear Park is heavily used year-round to walk/bike to Westboro by people both north and south of Byron/Richmond.
- A train is a straight line while a river is an organic winding form...the two should not be side by side.
- Saving the Byron path is important. We walk on a shaded curved path. A straight sidewalk next to a road does not entice walking.
- People need Byron Linear Park to be able to walk safely. The sidewalk on the north side of Richmond Road - between Rochester and Woodroffe - is clearly marked by car tire tracks in the winter. Cars probably also skid onto it in the summer (it is just harder to see).
- Byron Linear Park is used by thousands of people at all times of day (commuters, shoppers, elementary and high school students, people exercising...)
- We don't need more condos along Richmond. Zoning will change with this train.

## Tunnel

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- Spend what is necessary to give us the best system - “saving” money won't work in long run. Tunnel.
- If Carling is off the table, we want it COMPLETELY buried on either the parkway or on Richmond Road. No berms. We want what Baird and Taylor have!!! From Cleary to Lincoln Fields – BURIED.
- An underground solution should be all the way from Dominion to Lincoln Fields.
- Bored tunnel saves trees while cut and cover is a war zone and will destroy parts of the linear park.
- Will it really be underground? Where? On the Byron Linear Park? On Richmond? On Byron?
- Save the river vista.
- Tunnel it. No one suffers and access is safe.
- We deserve a tunnel route - just as much as the neighbourhood west of Woodroffe where Jim Watson and John Baird live.
- No cut and cover. There are too many safety issues during construction.
- There is impact on recreation space for kids, dog-walkers, open space using Rochester field.
- Must be a bored tunnel to save 997 trees on Rochester to the Parkway. (Over 500 trees from Golden to Woodroffe)
- Put LRT underground. Keep the neighbourhood intact and our pathways and river access is maintained.
- Without my walking path, I will gain weight. That is a cost to health care. So tunnel it.
- Must be an underground tunnel.
- Do the trains purchased by the city require bottom fed power...so they must be underground?
- Go all the way with a tunnel if conditions allow OR put the LRT on Carling.
- With all the models from other cities, please put the train under-ground starting at Dominion.
- Why destroy beautiful green space for future generations? There are BETTER options.
- If it's going to be ugly on Carling, it is going to be hideous on Richmond/Byron or the parkway.

### 3. GREEN LINE (City's “Elegant Solution”)

#### Immediate Reactions

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- Preferred this route over Orange line, but Carling is the best solution.
- This is not a high density corridor.
- R12 is bad.
- If no tunnel between Dominion and Cleary and city approves this option – then why don't they put the trains on the center boulevard which has less impact on neighbours?
- NO! Save all our green space for now and for the future.
- Why choose one of the most beautiful spots in the city for a train?
- Why invest more in transit on the city's most northern border? A central location makes much more sense, e.g. Carling, Baseline.
- Please keep away from our waterways.
- River face south side bike path. It is now a very rough riding surface.

- What happens to the trees?
- One chance to get it right – Do it!
- Think *Historic Mighty Ottawa River*
- The city plan should show street level detail not at a distance pictures.
- The picture of the train at Skead street is misleading...as there is no room for trees.
- Woodroffe underpass is still flooded now (May 5, 2013)
- This northern parkway can be flooded in the spring.
- In the picture on the map, where are the two people walking to because the trail is gone.
- This process is shameful. The Richmond underground has been sprung on us. Slow the process down for true consultation.
- Dominion to downtown by bus approx. 10 min and by train approx 10 min. No difference.
- Why would any city put a train on their waterfront?
- Put the LRT where people live, shop, work and plan for today and for tomorrow...the north end doesn't cut it.
- Get Smart Western Rail and the community associations to agree on the “preferred route” presented by the city so we can focus on mitigation now.
- I totally disagree with this previous statement. Let's get a solution that doesn't ruin the river front.
- Shocking the community with a new alignment as a preferred option without any debate or multi-stake-holder buy-in is not a Healthy Communities strategy. People are very upset.
- Consider train reliability/electric power/weather

## Tunnel

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- Council may decide underground now but when it comes to be built, the new council may decide that it is too expensive to bury it.
- This is a project that will have an impact for the next 100+ years. Do it right or not at all. Bury it.
- Will the city run out of money before the tunnel is built? Then there won't be tunnels here.
- Tunnel all the way. Don't destroy the waterfront.
- There is no mitigation on R12 that can properly address the impact. Full underground has to be the solution.
- Tunnel all the way!
- Underground solution from Dominion to Lincoln Fields.
- This rolling stock can only work in a tunnel.
- Why is this park less than Byron? Save the river access and green space and bury it.
- Preferred plan promises but does not guarantee underground tunnel. We may be still committed to the parkway or Byron route on surface at grade level if no money is available.
- No money for tunnel
- Why not underground all of it?
- It must be underground from Dominion to Cleary. Build it properly the first time.
- Tunnel it. Save the trees and pathways.
- Engineers know how to put LRT anywhere.
- Better route than the others (EXCEPT Carling). The city is finally listening. But now bury the Skead Street section so we can still get to the parkway.

- Carling #1. Nothing less than bored tunnel #2.

## **Buffer**

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- The NCC has a 15 foot set-back for homes adjacent to NCC land. Why can the city build over this buffer?
- Our homes and families should not be the buffer zone for the entire city.
- THESE ARE OUR HOMES!!!! (the map indicates a rail-line)
- Suburban parks and recreation fields have buffer zones from traffic. Why not our community?
- Save the multi-year investment in trees and shade on all our green space.
- Vibration issue for adjacent homes.
- Noise issue for adjacent homes.
- These homes are like the homes next to Breboeuf Park in Gatineau. Homes next to a park make the park safer. The future parkway can be something other than a transportation corridor so these homes will be a human-scale inviting way to visit the parkway in the future.
- This plan is too close to houses.

## **Access To Parkway/Overpasses**

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- Provide more access to the river.
- Preserve river access (improve don't degrade)
- How many overpasses will there be for pedestrians and cyclists?
- Will more overpasses be considered as needed? Is there a budget for additional overpasses?
- Need river views for walkers, cyclists, skiers, wheel-chairs. Berms and fences are not acceptable.
- Do not destroy this natural beauty and our access to it.
- We need more access to parkway, bikes and people. Put safety first.
- What about private access for condos along the parkway?
- We will lose access points between Cleary and Rochester Field. The train will destroy access to the parkway, national green space and we cannot get it back.
- 1 to 3 access points to the river is not enough.

## **Stations**

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- The Cleary station is not properly placed on the map according to the illustration.
- The city map has Cleary in the wrong place.
- Woodroffe to Lockhart would be a better place for a station than Cleary or New Orchard.
- Woodroffe, with its proximity to Carlingwood and its location on a major street, would be more appropriate than Cleary and New Orchard.
- Bus connections to the LRT stations must be considered. Such as routes 87, 16, 2, 153 and linkages to Woodroffe Ave and Carlingwood.
- How will residents cope with traffic to Cleary?
- What is the plan for cut through traffic and parking?
- No restriction of my residential street.
- The picture of the plaza at Cleary is not accurate as it will be condos.
- What is the impact of a Cleary station on residential Sherbourne?

- A pedestrian overpass to where? The south side of the parkway will not have space for pedestrians.
- The south side bike path to go at Skead? Just north or track? Redo path beside.
- Will south side bike path still exist? It is essential to get to Westboro Beach.
- There will have to be pedestrian access if the train isn't below ground to get to the river.
- Keep Carlingwood Mall as transit hub. Put the LRT station at Woodroffe.
- Need station at Woodroffe.
- What is the impact of expansion to this station at Dominion?
- Cleary Station is profoundly inconsiderate of neighbourhood well-being, especially children walking to schools and parks and elderly to their hub of activity, Carlingwood Mall.
- Consider the well-being of the most vulnerable in the community. Sherbourne connects Maitland to Cleary. Children cross Sherbourne to go to schools and parks. Keep Sherbourne a residential street, not a parking lot or shortcut.

#### 4. WHAT IS THE VALUE OF GREEN SPACE TO YOU?

- A setting sun along the parkway is not improved with a fast train.
- Worth more than mineral extraction (the next highest economic land value): priceless.
- Green waterfront is priceless. The city of Boston has paid a fortune trying to reclaim theirs. Toronto – and countless other big cities - have lost green waterfront. The capital of Canada still has a remarkable opportunity to make fantastic public green waterfront. Don't lose it to mundane transport for commuters! We can address local and regional transit needs elsewhere – it'll be worth every penny.
- You can't get green space back. Once you put a train on it, it's gone.
- Do not destroy the waterfront.
- Extremely important. Not valued enough in today's world.
- As much as I value my health and my neighbour's. Add that up...health prevention.
- The core neighbourhoods should never be devalued to add value to ex-urbs.
- Important for kids and health – walking.
- It is close. I use it. Very valuable.
- Green space makes a neighbourhood more liveable, walkable and healthy.
- Suggest boards to stop bike and pedestrian traffic along the south side of the parkway between Cleary and Dominion to get voices about loss of green space.

#### 5. IMAGINE WHAT ROCHESTER FIELD COULD BE (FOR US AND FOR VISITORS)

- Add a playground and soccer field and community vegetable garden.
- We'll take our visitors there when there are neighbourhood attractions.
- Tunnel under it. Leave our green space and paths.
- A multi-use recreation space.
- A music pavilion. Music and a western setting sun over the water. Broadview Elementary and Nepean High school in this neighbourhood have a long standing successful music program.
- Ask Dovercourt Community center what activities they could host there.

- A meditation center with river windows.
- A dance stage.
- People don't see train tracks as an improvement...it's brown infrastructure, not green infrastructure
- Rochester Park and the Parkway all have NILM designation (National Interest Land Mass) and are part of the Urban Lands Master Plan of the NCC. This NCC land can be improved and enhanced. We must speak loudly what we think is a degradation. Rochester Field was given in trust to the NCC. Can the NCC be trusted to keep it in NILM? We must speak up on the value of this open space to our growing community.

## 6. IMAGINE IMPROVEMENTS TO THE BYRON LINEAR PARK

- More trees. A beautiful space for kids, walking, running...
- Fix path drainage
- Places to sit/rest for seniors and parents with small children
- We cannot put a price on green space and any paths that encourage activity.
- Pretty great as is! Make sure new trees are added.
- Replace dead trees and plant more trees in the Byron strip park
- Slow speed on Bryon and on Richmond.
- Safe crosswalks from the south of Byron to the park.
- City bikes on both sides and bike path on the south side of the park.

## 7. INTENSIFICATION AND TRANSIT ORIENTED DESIGN

- What is the plan for cut through traffic for extra development on Richmond Road?
- 30 km/hr is international traffic calming measure on residential streets that won't need sidewalks, cross-walks and bike paths. Set the tone as residential on our collectors and even slower on local streets.
- When will the development start in relationship to the LRT that is meant to support it?
- Park preservation must accompany intensification. Encourage the NCC to work with the city for a parkway that is not a transportation corridor and for park space that has neighbourhood appeal for us and for our visitors to the city. Ask for enhancement not degradation of our park assets.
- If planners can give an idea of maximum zoning to developers then they can give it to us too for Richmond Road.
- What is the development intensification plan for Richmond Road if LRT goes in?
- Can it be postponed until the western LRT is funded?
- Consider bike paths on our wider street/collectors like Dovercourt/Sherbourne/Broadview.

## 8. NOTES OF GRATITUDE

Feel free to contact these individuals to offer your thanks:

- Thanks to Yasir Naqvi, MPP, for his continued support for the Byron Linear Park and continuing to ask, “Why not Carling?” – asking for transparency.
- Thank you, Jennifer McKenzie, our OCDSB School Board Chair for dropping in
- Thank you city transportation engineer, Kornel Musci for dropping in.
- Thank you David Jeanes, transportation expert with non-profit transport 2000, for dropping in and answering many questions
- Thank-you to the phenomenal staff at Dovercourt Community Center for providing community space and continuing to advocate for our community’s recreation needs.

## 9. ACTION PLAN SUGGESTIONS

Remember, your voice is important.

1. Send your letters to Kornel Musci, Western Light Rail Transportation Engineer at [WesternLRT@ottawa.ca](mailto:WesternLRT@ottawa.ca).
2. Tell the city what you think about their consultation process. Send an email to [publicengagement@ottawa.ca](mailto:publicengagement@ottawa.ca).
3. For points 1 and 2, make your voice more powerful by sending copies to everyone listed in the appendix (elected decision makers, the NCC and the media). Also, send thanks to any elected officials who support the integrity of our pedestrian friendly neighbourhood. Write and tweet everyone in the appendix!
4. Go to Katherine Hobbs’ meeting.
  - a. Bring as many neighbours as possible. Demonstrate that we are the voice of the majority, that we are the heart of Kitchissippi.
  - b. Request to be put on her email list regarding the WLRT. Future meeting date and time should be announced by her office. (*Original meeting, May 16<sup>th</sup>, was cancelled.*)
5. Visit [Neighbours for Smart Western Rail](http://Neighbours for Smart Western Rail) and sign up at [info@smartwesternrail.org](mailto:info@smartwesternrail.org) for when/where to show up for key LRT decisions to be made in June or July.
6. Show on the city map where you need sidewalks, crosswalks and bike paths in our neighbourhood: <http://ottawa.ca/en/city-hall/public-consultations/building-liveable-ottawa-official-plan-and-master-plan-review>.
7. Weigh in on the discussion of an underground tunnel between Dominion and Lincoln Field at the Facebook group, The Underground Solution: <https://www.facebook.com/UndergroundSoln>
8. Find out where John Baird is on this issue.
9. Reach out to other community associations in the city and ask for their support. Unite every community association to speak with one voice

Tips for communication:

- Express your concerns, but focus on facts and questions more than emotions.
- Demand transparency: where are the responses to all of our concerns? Ask for online Q & A.

- Ask for clarification of the objectives of the WLRT. Ask for the data and analyses that back up their decisions. Give your full name and contact information.

## 10. APPENDIX

### MAYOR & COUNCILLORS

Mayor Jim Watson [jim.watson@ottawa.ca](mailto:jim.watson@ottawa.ca)  
Katherine Hobbs [katherine.hobbs@ottawa.ca](mailto:katherine.hobbs@ottawa.ca)  
Mark Taylor [mark.taylor@ottawa.ca](mailto:mark.taylor@ottawa.ca)

### Transportation Committee

Keith Egli (chair) [ward9@ottawa.ca](mailto:ward9@ottawa.ca)  
Rainer Bloess [rainer.bloess@ottawa.ca](mailto:rainer.bloess@ottawa.ca)  
Allan Hubley [allan.hubley@ottawa.ca](mailto:allan.hubley@ottawa.ca)  
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Marianne Wilkinson [marianne.wilkinson@ottawa.ca](mailto:marianne.wilkinson@ottawa.ca)

### NCC

Russell Mills (Chair, Board of Directors) [mario.tremblay@ncc-ccn.ca](mailto:mario.tremblay@ncc-ccn.ca)

### FEDERAL & PROVINCIAL GOVERNMENT

MP John Baird (Cabinet Minister) [bairdj@parl.gc.ca](mailto:bairdj@parl.gc.ca)  
MP Paul Dewar [Dewar.P@parl.gc.ca](mailto:Dewar.P@parl.gc.ca)  
MPP Yasir Naqvi [ynaqvi.mpp.co@liberal.ola.org](mailto:ynaqvi.mpp.co@liberal.ola.org)

### MEDIA & OTHER

Ken Grey (Ottawa Bulldog) [kengray@bulldogcanadian.com](mailto:kengray@bulldogcanadian.com)  
The Ottawa Citizen [jchianello@ottawacitizen.com](mailto:jchianello@ottawacitizen.com)  
Neighbours For Smart Western Rail [info@smartwesternrail.org](mailto:info@smartwesternrail.org)



## **Feeling Railroaded by the LRT?**

Come to the  
**SUNDAY MUFFIN MEET**  
Sunday May 5th  
9am–12 noon AND 7pm–10pm  
McKellar Park Field House  
(at Wavell & Byron)

Bring your own hot beverage.  
Any homemade muffins will be welcomed!

**Join an informal chat with other neighbours  
concerned about the potential effects of the LRT  
on western communities.**

*Hosted by*  
Neighbours for Smart Western Rail  
and McKellar Park Community Association