

Integrated renewal of Ella and Ralph streets (CP000747)

Frequently Asked Questions

	Theme	Questions	Responses
1	Concerns about one way	Is there an opportunity to consider conversion to a one-way facility for Ella Street?	The City reviewed the potential to convert Ella Street to a one-way street in 2023. Based on the City's analysis, it was proposed that Ella Street remain as a two-way facility on the basis that: • The east end of the street will be widened to 6.5 metres, and the remainder of the street will be slightly widened, to provide additional space for street operations while minimizing impacts to landscaping and trees. • A two-way street maintains the convenience of residents being able to access their dwelling from either direction (by bike or vehicle) • A two-way street enables cyclists to travel efficiently in either direction, without needing to travel "around the block" to reach their destination. • A narrow two-way street results in lower vehicle travel speeds. • A slower-moving street is safer for pedestrians and cyclists
2	Concerns about traffic calming	There are significant concerns regarding the implementation of the mid-block narrowing on Ella Street given the limited road width which exists, and the difficulty that is encountered during winter maintenance operations.	A speed survey was performed on Ella Street to confirm current operating speeds; the results of this study confirmed the need for mitigation measures. Speed control measures were proposed (speed hump, mid-block narrowing) in order to meet the requirements provided in the City of Ottawa Council approved <i>Strategic Road Safety Action Plan (2019)</i>; which included the mid-block narrowing on Ella Street. However, upon further review by the technical team, in addition to feedback from the Public and the Councillor, the mid-block narrowing has been removed on Ella Street.
3	Concerns about tree protection	There is work proposed close to trees, will they be protected? Can the design be adjusted to provide additional clearance?	All trees within the project limits were reviewed by a landscape architect and the City's forestry team as part of the design. Adjustments were made to the design where vulnerable trees existed to increase clearances to proposed construction activities. Modified service installation is planned throughout the project to minimize impacts to existing mature trees where deemed necessary. There is also opportunity to adjust the plan on a case-by-case basis once construction has begun should new information come to light during the works.

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4	Concerns about sidewalk width/type	Is there an opportunity to consider a narrower sidewalk (1.5 metres) for Ella Street, considering its narrow right of way?	The standard for new sidewalks in the city is 1.8m (min), 2.0m (recommended) which must be adhered to wherever possible. Ella Street has been provided some exceptions in locations with major impacts (i.e. hydro pole relocations, tree impacts, etc..), where narrowing to 1.5m (minimum per AODA) was permitted. However, the City's accessibility group has further reviewed the proposed plans for Ella Street and has concluded that no further exceptions to the 1.8m width are permitted. Providing safe pedestrian spaces within roadways is the City's mandate, especially in a corridor next to a public park.
5	Lead service replacement	If property owners want to replace their side of the service connections, when should that work be scheduled relative to the proposed construction?	If a property owner wants to replace a service on private property, it is the responsibility of the homeowner to coordinate with an independent contractor before or after this reconstruction project. A City of Ottawa program is available to help subsidize the cost of replacing your lead service. Additional information on the Lead Pipe Replacement Program can be found at ottawa.ca/leadpipes .
6	Parking availability	There were concerns about loss of parking spaces, in particular, related to the curb extensions proposed near intersections where handicap permit parking may be impacted.	There are no planned parking spot losses. It was confirmed internally with the City's Parking and Accessibility Team that parking near intersections is not allowed with Accessible Parking Permits. Therefore, no parking spots are anticipated to be lost due to the proposed modifications.
7	Driveway widths	Residents have difficulties getting in and out of their driveways, particularly on Ella Street, with the limited road width that exists.	Turning movements for critical driveways were reviewed, and the driveways will be widened to the City's standard (3 metres) to assist with the movement of vehicles.
8	Parking during construction	Where can people park during construction works.	As the various road reconstruction activities are in progress, on-street parking will be restricted. Local access will be maintained to residents, business owners and emergency vehicles. Periodically, vehicular access to your property may be unavailable. The contractor is required to provide 24-hour notification of temporary loss of vehicular access/egress to your property. A temporary On-Street Parking Permit will be made available to allow on-street parking within two blocks of your residence when these disruptions occur. Residents with electric vehicles will need to find alternative charging arrangements when access is restricted. The use of extension cords within the public right of way is not permitted.

	Question / Theme	Potential example questions	Responses
9	Construction timing	When will the roadway be disturbed, how long, will parking be impacted, etc.	It is anticipated that construction will start in the spring with Enbridge's gas relocation. The contractor's specific schedule will be received after the tendering process, and notifications of construction timelines will be provided to all residents at that time. It was noted that on-street parking will be restricted during construction, and vehicle access to properties may be restricted for short periods. Advanced notice will be provided, and parking permits will be provided to park on neighbouring streets during these times. It is anticipated that during the underground work, Ella Street will be fully closed, and access will be maintained from the east or the west, depending on the location of the underground construction. Ralph Street is anticipated to be closed, with local access provided to residents.
10	Survey pins / Existing infrastructure	If construction disturbs privately owned features, who is responsible to replace them?	The reconstruction is within the City's right of way but may result in some disruption to part of the private property directly adjacent to the work. The City will reinstate sections of landscaping, driveways and walkways that are disturbed by construction. However, if you have plants or any other assets located within the City's right of way that you want to preserve, we suggest that you move them in preparation for the construction work. Any damage to private property will be the responsibility of the contractor to repair.
11	Pavement marking and signage	Can additional signage / pavement markings be placed, delineating illegal vs legal parking spaces within the project limits?	Parking signage is proposed to help clarify the parking restrictions that are proposed within the corridor. Pavement markings on the roadway are not typically used by the City on local roadways.
12	Sidewalk type	What kind of sidewalk is proposed across driveways? Is it the same as Holmwood Avenue or Fifth Avenue?	The "Traditional" style of sidewalk is proposed across the driveways within the project streets. This is the style where the entire sidewalk drops lower at driveways and gets slightly steeper to create a depressed curb along the road edge. It is not the same type of sidewalk that was recently implemented on Fifth Avenue which was a ramp style.