

Whitmore Avenue, Cline Crescent and Sherman Drive integrated road, sewer and watermain renewal (CP000987)

Inquiries/Responses

	Topic	Question	Response
1	Access during construction	How long can we expect each individual street to be under construction given that they will move from one street or one part of the street to another over the 2year period.	The final construction schedule will be determined by the awarded contractor; however, it is expected that underground works will be completed along each street, followed by surface reinstatement. Depending on the number of crews provided by the contractor, multiple streets may be constructed at a time and consideration will be given to limit traffic and overall impacts.
2	Access during construction	Emergency vehicle access, particularly when vehicles are parked on either side of the road.	<p>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, but you may need to park vehicles further away from your desired destination than usual. Accessibility is an important consideration for the City of Ottawa and the City makes every effort to provide access through and around construction sites.</p> <p>The proposed lane widths meet City of Ottawa standards and are designed to accommodate expected traffic volumes and vehicle types, including buses, trucks and emergency vehicles. The design aims to balance traffic efficiency with safety and accessibility for all users.</p> <p>Parking may be restricted to one side on roadways with a narrower width to ensure passage of through vehicles.</p>
3	Access during construction	What is the impact to homeowner access to property during construction?	<p>Access to your home will be maintained at all times. At times when construction is directly in front of your home, you may not have access to your driveway for a few days. You will be notified approximately 72 hours in advance of this, and temporary on-street parking passes will be distributed to residents which will allow you to park on nearby streets. This is typical of road reconstruction projects. If you have any accessibility requirements, please inform the City Project Manager to determine if accommodations can be made.</p> <p>In general, local access will be maintained throughout construction for motorized traffic, pedestrians and cyclists. Some construction noise and vibration should be anticipated; however, the work will be completed in accordance with the City's by-laws which restrict work hours and noise levels at receiving sites (i.e., homes). Additional details on construction planning and staging will be provided in the subsequent information session once the design has advanced.</p>

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			Under the terms and conditions of their contract, the contractor is required to prepare a Construction Site Pedestrian Control Plan which will ensure the provision of a safe and accessible path of travel for all pedestrians through and/or around the construction site. The plan shall ensure that persons with disabilities, as well as those with increased mobility needs (parents with strollers and/or young children, elderly pedestrians using canes, walkers, or wheelchairs, etc.), will be accommodated either through or around the construction site. The project team is available to review and facilitate accessibility related accommodations during construction.
4	Burial of overhead utilities	Can they add underground power lines while they have the road open?	Currently, there are no plans to bury hydro or other overhead utility lines within the project limits. In accordance with City policy for roadways of this classification, hydro lines are typically accommodated above ground unless there is a technical requirement to bury them. Additionally, relocation and burying of existing utilities is highly cost-prohibitive and most projects do not have the budget.
5	Catch basins	Will the location of catch basins be moved similar to fire hydrants?	Yes, new catch basins will be proposed to improve the overall drainage of the roadway and ensure adequate capture of surface drainage. Select catch basins will be replaced in their existing locations, where required (i.e. at low points). Proposed catch basin locations will be completed as part of the next design phase. Note that the stormwater system design allows for certain temporary ponding on the roadway to protect the receiving systems and prevent surcharge during a large rain event.
6	Centerline signage	Are you installing centerline signage?	Centerline signage will be not installed as part of this project.
7	Collision data	To the best of my knowledge, there has never been an accident on Whitmore, Cline, or Sherman, between a vehicle and a pedestrian and it is my firm belief that, even without the addition of a sidewalk, that will continue to be the case.	The City of Ottawa publishes collision data on Open Ottawa . Collision data is an important input and is one of many pieces of the broader review that informs where sidewalks are planned, alongside the Official Plan and Transportation Master Plan themes and policy, accessibility standards, connectivity needs, and design guidelines. These combined factors ensure that sidewalk installation support both safety and community mobility in a comprehensive way.

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8	Construction noise and vibrations	<p>How will the City control construction vibrations, noise, and wildlife disturbance?</p> <p>Heavy excavation equipment produces strong vibrations capable of damaging foundations, driveways, retaining walls, and underground utilities. Will vibration and noise levels be monitored to protect homes, pets, and wildlife in the adjacent NCC park?</p>	<p>While the City and contractor attempt to minimize impacts to residents and businesses, there will be periods during the course of construction that will have either direct or indirect impact on residents' daily routine. The City of Ottawa is committed to respecting the needs and access of residents while ensuring the safety, security, and efficiency of the infrastructure project.</p> <p>Elevated levels of noise and vibration can be expected during working hours. The City of Ottawa Noise By-law (2017-255) allows construction activity to occur weekdays between 7 am and 10 pm. On Saturdays, work is permitted between 7 am and 10 pm, while Sundays, statutory and public holidays work is permitted between 9 am and 10 pm. Should night work or weekend work be required as part of the construction project, you will be notified in advance by the City. An exemption to the Noise By-law will be required for night work and will be communicated in the same notice.</p> <p>A vibration monitoring program will be included in the construction contract, wherein the City's contractor shall install vibration monitors (seismographs) at various locations within the project area to monitor vibration levels in the ground.</p> <p>Maximum allowable vibration limits are determined during the development of the contract and construction activities are to be ceased immediately should these limits be exceeded until a solution can be implemented to reduce vibrations. Please note that prior to construction activities commencing, a third-party consultant will be hired by the contractor to document all existing exterior conditions of homes. Interior inspections of homes, if authorized by the homeowner, may also be undertaken.</p>
9	Construction seasons	<p>What is a typical construction season?</p>	<p>A typical construction season is reflective of spring (April to early June) to late fall (October to November). For projects that require multiple years of construction, a shutdown period is typically observed from late fall (October to November) to spring (April to early June), inclusive of cleaning and making safe the project area.</p>
10	Deliveries	<p>How will deliveries be affected by construction activities?</p>	<p>Residential deliveries will not be significantly impacted; however, residents expecting large deliveries requiring larger delivery vehicles may need to coordinate with the construction team to ensure sufficient access through the work zone to affected residences.</p>

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11	Driveways	I would like to know if widening my driveway entrance from one to two car widths is possible.	All driveways, with some exceptions, shall adhere to the terms of the Private Approach (By-law No. 2003-447) City of Ottawa .
12	Driveways	How much driveway space are we losing to the sidewalk?	<p>Loss of driveway length will vary, depending on exact location as a result of various traffic calming measures and protection of mature trees.</p> <p>Some driveways will see no significant difference in length, whereas others where the road alignment shifts in addition to the sidewalk may result in a loss of up to 2.5 metres.</p> <p>Residents are encouraged to review the presentation materials on the project website to observe proposed roadway realignment in front of their specific properties.</p>
13	Driveways	What recourse is available to those homes that may lose their ability to park two cars in their driveway?	<p>While the possible loss of parking as a consequence of reduced driveway length is regrettable, use of space within the City's right of way is necessary for the implementation of a sidewalk and other infrastructure that achieves City Policy.</p> <p>The City's right of way usually extends onto front lawns and this area is typically used to install utility infrastructure. Utility infrastructure and other infrastructure can be installed within the City of Ottawa's right of way or on existing easements on private property. To see your approximate property boundaries and the location of the right of way abutting it, please visit geoOttawa and input your property address. The right of way is governed by the Right of Way By-law: Right of way City of Ottawa</p> <p>Recommendations to parking provisions will be considered as part of the comprehensive zoning bylaw review coming forward in December 2025. You can learn more here: New Zoning By-law Engage Ottawa. This report was considered by committee on December 17. To view the recording and minutes, visit https://pub-ottawa.escribemeetings.com/</p>
14	Electric vehicles	Many residents rely on home EV charging. Short disruptions are manageable, but repeated or prolonged multi-day driveway closures would create a cost burden, as public charging is far	<p>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.</p> <p>The project team will work to limit disruptions and provide accommodations, where possible, such as reinstating access overnight to allow for charging.</p>

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		more expensive. Any clarity on typical access interruption duration would be appreciated.	
15	Fire hydrants	Will new fire hydrants be added to the community?	<p>To bring the project area into conformance with current hydrant spacing guidelines, existing hydrants are proposed to be relocated and supplemented with additional hydrants, as required. The preliminary design drawings shown in the public information session slides illustrate all proposed hydrant locations. If there is no hydrant shown in an existing location on the drawings, it will be removed during construction.</p> <p>Efforts were made to place fire hydrants on property lines between homes. In some instances, that was not possible due to other constraints such as minimum distances from driveways, other utilities, or impacts to trees. Where a hydrant is shown in front of a home, it's generally because other constraints prevented placement elsewhere and a hydrant was required in that location to meet maximum distance requirements between adjacent fire hydrants.</p>
16	Flooding concerns	The area between Cline and Whitmore is a low area which can flood during the spring. Is there the possibility of a catch basin in the back yard area to help with drainage? Is there a grading plan for this area?	Drainage concerns on private property are not within the City's scope for this project; however, during design, we will review proposed road cross-sections and determine suitable tie-in elevations to existing properties to help promote drainage toward the roadway. Where this is not achievable, we will consider the use of catch basins behind curbs or sidewalks within the City right of way to provide drainage. With the proposed design, stormwater from the roadway and sidewalk will drain toward new road catch basins and keep more stormwater within the road limits.
17	Impacts to property features	Many driveways have retaining walls, or sloped properties. How might this work impact these structures, and will the city be responsible for ensuring these fit seamlessly with any curbs and sidewalks?	<p>Reconstruction within the City's right of way may result in some disruption to part of the private property directly adjacent to the work. The City will reinstate sections of landscaping, retaining walls, 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.</p> <p>As it specifically pertains to retaining walls, the City will reinstate retaining walls to align closely with new grades and infrastructure within the limitations of the respective Private Approach (By-law No. 2003-447) City of Ottawa.</p>

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18	Impacts to property features	Is the City, the contractor, or both fully insured to compensate residents for any property damage caused by construction?	The City's contractor shall assume full responsibility for the construction work until such time as the construction project is entirely completed. You will be asked by representatives of the City's contractor for permission to survey your property before adjacent construction commences. It is to your benefit to allow the inspection to be conducted on your property, as it may assist with establishing the impact, if any, that construction has had at your property after work is complete. Additional information will be provided prior to the start of construction.
19	Lateral replacements	Will the city provide any contact information for residents that wish to complete the sewer and water main replacement to the home?	<p>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. If this work is being contemplated by the homeowner, it is recommended that this is discussed with the City Project Manager to ensure the private property activities are coordinated with the City's contractor to ensure that the work can be achieved effectively and safely.</p> <p>Option 1 - You may choose to do the work yourself by hiring your own contractor. The only constraint is that you may not carry out your work while the City's contractor is working near your house and when the City's contractor is replacing your water service up to your property line. Concurrent work on your adjacent land may create a safety hazard for the City's contractor. There may be an opportunity to coordinate your work when the City's contractor is working at a distance from your house, but this would need to be coordinated directly with the City's contractor. Alternatively, your private service can be replaced before or after the City's construction project. For both options above, you can apply for a rebate of up to \$1000 through the Lead Pipe Replacement Program if your water service pipe is made of lead. Also note that a Building Permit is required. For further details about the Lead Pipe Replacement Program follow the link below: ottawa.ca/leadpipes</p> <p>Option 2 - There is a possibility that the City's contractor would be willing to replace your private water service at the same time as they are replacing the water service up to your property line. If the City's contractor is willing to carry out private water service replacements and you choose this option, you would then be hiring and paying the City's contractor directly. If you are interested in this arrangement, please contact the contractor directly to find out the availability and details of this option. Contact information for the City's contractor will be shared before construction start. For both options above, you can apply for a rebate of up to \$1000 through the Lead Pipe Replacement Program if your water service pipe is made of lead. Also note that a Building Permit is required. For further details about the Lead Pipe Replacement Program follow the link below: ottawa.ca/leadpipes</p>

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20	Mail	Will community mailboxes be relocated and remain accessible?	Access to the community mailboxes will be maintained throughout construction; however, the mailboxes may need to be temporarily relocated at times.
21	NCC Pathway	Why is a sidewalk required when there is an NCC bike path behind Cline Crescent?	The NCC pathway is not winter maintained, not accessible, and not owned by the City and therefore does not meet the City pedestrian mobility objectives. The proposed sidewalks connect to Navaho Drive by way of Sherman Drive, creating a direct link to Agincourt School.
22	NCC Pathway	Can the dirt portion of the NCC pathway that connects to Cline Crescent be paved as part of this project?	While this segment of NCC pathway is not within the scope of the project, the City has engaged the NCC for comments and to determine if funding may be made available to undertake the work.
23	Opposition to proposed design	When residents do not want the sidewalk, how can we get the City to descope the project and reduce the waste of funds?	<p>The implementation of sidewalks as part of residential road, sewer and water projects is reflected in current City council approved policy and specifically the City's Transportation Master Plan and Official Plan. The installation of sidewalks as part of larger infrastructure renewal projects results in a very cost-effective approach to expanding the sidewalk network across the City and increasing mobility for all residents.</p> <p>The implementation of infrastructure designs which are contrary to the current council approved policy can only be achieved through council approval of a staff report or councillor motion.</p> <p>Feedback is still being gathered and the final design will be presented in 2026.</p>
24	Opposition to proposed design	How much voice or influence can residents have during the planning stage?	<p>The City strives to keep the public apprised of the project and an additional public information session is anticipated to be held in winter 2026 to present the final design to the public.</p> <p>Residents are encouraged to provide feedback to our team and Ward Councillor Johnson's office.</p>
25	Opposition to proposed design	How do we impose a pause on the 'Master Plan' with the intention of having the city review, alter and hopefully abandon it, once extensive civic consultation has taken place?	<p>The Transportation Master Plan (TMP) was launched in 2019 and completed in 2025: Transportation Master Plan Update Engage Ottawa. This Frequently Asked Questions (FAQ) document might be helpful to understand how the TMP works in conjunction with the Official Plan, which is submitted to the Province for ratification (last done in 2022). FAQ Document Transportation Master Plan Update Engage Ottawa</p> <p>Modifications to the Master Plan can only occur by approved council direction.</p>

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26	Parking	How will the parking by-law change to accommodate then additional vehicles that will be parking on the street?	<p>Upon the conclusion of construction, on-street parking will only be permitted on the west side of Whitmore Avenue, west/north side of Cline Crescent, and west side of Sherman Drive. Additionally, parking will be prohibited at and across from all curb extensions.</p> <p>Parking conditions will be enacted upon the conclusion of construction and erection of the respective regulatory signage will follow.</p>
27	Parking	With the reduced driveway capacity and the added burden of densification how will the additional parking load be accommodated?	Recommendations to parking provisions will be considered as part of the comprehensive zoning bylaw review coming forward in December 2025. You can learn more here: New Zoning By-law Engage Ottawa .
28	Parking	Why should parking be restricted to one side of the street?	<p>Parking restrictions are being considered based on the proposed road width.</p> <p>Parking will be restricted at and opposite mid-block narrowings and curb extensions.</p>
29	Public consultation	The public consultation for this project feels like a dictation versus a consultation. Is a focus group / community meeting being considered before any by-laws and/or engineering plans are finalized?	The City strives to keep the public apprised of the project and an additional public information session is anticipated to be held in 2026 where the public will have additional opportunity to provide feedback. Construction is not planned until 2027 allowing sufficient time for the public to provide additional project input for consideration.
30	Sewer easement	Can you speak to the physical work required for the sewer easement between 1178/1184 Sherman Drive and 1141/1145 Whitmore Avenue. Has there been any long-term risk that home owners should be made aware of?	The existing sewer flows between 1178/1184 Sherman Drive and 1141/1145 Whitmore Avenue are to be re-directed from Sherman Drive to Cline Crescent as part of the project so these segments will no longer be required. The sewers will be abandoned in place using flowable fill grout that will be pumped through the existing maintenance holes to fill the voids of the pipes, preventing the need for excavation in proximity to the homes or private property. There are no associated risks to the homeowners. All existing services will be removed and reconnected to the new system in advance of abandonment.

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31	Sidewalks	Why can you make exceptions for mature trees, but proceed to take approximately a quarter acre of green space and replace it with sidewalks?	<p>Sidewalks are being provided to improve safety and walkability in the neighbourhood in accordance with the City of Ottawa Transportation Master Plan (TMP) and Official Plan.</p> <p>The City's Transportation Master Plan (TMP) provides direction regarding where sidewalks are installed and doing so in a cost-effective manner. Policy 6-2 of the TMP states that the City will "Improve and Expand the Pedestrian Network", maximizing opportunities through construction. When existing local roadways in the Urban Area are reconstructed, "sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability."</p> <p>The City's Official Plan recommends existing local streets in urban areas have sidewalks installed through reconstruction where possible and affordable, prioritizing pedestrian and cyclist safety. The plan aims to create a well-connected network of pedestrians pathways to ensure safe and convenient access to various destinations. This includes linking residential areas with schools, parks, pathways, commercial areas, and public transit stops.</p> <p>These design measures will make the streets more accessible to all users by being consistent in design, have intuitive and predictable routes, and include tactile walking surface indicators at curbs. The inclusion of sidewalks on City streets also falls under the City's Strategic Road Safety Action Plan (RSAP).</p>
32	Sidewalks	How do you justify the expenditure for cyclist and pedestrian safety, when there haven't been any incidents and the narrowing of roadways put cyclists closer to traffic flow?	<p>Sidewalks provide a safe and accessible connection to homes, schools parks, transit and retail for people of all ages and abilities. Sidewalks promote inclusion, allowing people with disabilities to participate fully, safely, and independently in their communities</p> <p>The City of Ottawa Transportation Master Plan (TMP) requires that "sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability." The TMP also recommends maximizing opportunities for new sidewalks through construction, stating that the City should "Build sidewalks when roads are being reconstructed or redeveloped, as this is cost-effective and less disruptive, ..."</p>
33	Sidewalks	Why is a sidewalk not considered on Cline Crescent from Sherman Drive to Albany Drive?	During preliminary design it was determined that a sidewalk was not feasible on Cline Crescent from Sherman Drive to Albany Drive based on a review of existing constraints along this corridor, including mature trees and on-street parking impacts. This may be further evaluated during detailed design.

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		The corner of Agincourt and Albany is particularly dangerous and needs a sidewalk connection to the existing sidewalk on Agincourt.	As based on existing conditions, construction of a new sidewalk within this area would necessitate loss of on-street parking, loss of driveway parking on the north side and/or loss of mature trees. Albany Drive and Agincourt Road are outside of the project limits; however, this will be communicated within the City for consideration of future improvement initiatives.
34	Sidewalks	Will the sidewalks on Cline Crescent be angled towards the road, or will they be flat?	The inclusion of sidewalks improves accessibility, especially considering the proposed traffic calming measures, that people with vision impairment and mobility issues would have to go over/around in the absence of a sidewalk. The proposed ramp style sidewalks will be gently graded towards the road at approximately 2% for drainage purposes, which is standard across the City. At driveway entrances, the portion of the sidewalk closest to the road will slope down so that vehicles can mount the sidewalk and access entrances. At these locations, the majority of the sidewalk will remaining a consistent and accessible travelling surface for pedestrians. Where 1.5m sidewalks are proposed, the full width of the sidewalk may be fully lowered, while maintaining the 2% cross fall, due to accessibility reasons.
35	Sidewalks	The sidewalk project will by definition result in higher operating costs for the City, i.e., through maintenance and snow removal. We currently do not bear these costs. Therefore, what is the annual budget for these variable costs?	Exact costs cannot be expressed at this time, however, they are considered part of the City's operating budget for city-wide snow removal operations.
36	Sidewalks	What are the cost implications of this project and the proposed sidewalks and traffic calming?	The total value of the project is anticipated to be \$19.8 million; however, this is subject to change as the design is refined and a successful contract is eventually awarded. Additional information regarding the anticipated project budget will be available upon the conclusion of design. It is important to note that sidewalks and traffic calming measures most often represent a marginal amount of the project. Coincidentally, the present estimate for the proposed sidewalks and traffic calming measures amounts to approximately 2% of the total construction cost estimate.

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37	Sidewalks	Were these three streets to instead have only the sewers, wastewater, the fresh water, road surface and curbs addressed, and not have any bike lanes, sidewalks, bump outs, speed bumps nor any of the related signage done by how much would the length of time for the project be lessened, and the by how much would the costs be reduced?	<p>Descoping sidewalks and traffic calming measures would result in a negligible change to the overall construction schedule.</p> <p>Sidewalks and traffic calming measures most often represent a marginal amount of the project. Coincidentally, the present estimate for the proposed sidewalks and traffic calming measures amounts to approximately 2% of the total construction cost estimate. It is noted that this project does not include proposed bike lanes.</p>
38	Snow	We have a significant problem with where to put snow and narrowing lanes with visibility problems now. What measures will be taken to deal with the increased challenges as a result of narrowing lanes for sidewalks?	<p>Winter operations are based on the City of Ottawa Road classification standards. Once detailed design is complete, the maintenance standards will be assigned by Public Works and Environmental Services.</p> <p>The City recognizes the importance of sidewalks and over the past several years we've improved our maintenance standards to ensure safer travel for pedestrians. During weather periods subject to freeze-thaw cycles, the City will monitor the conditions of sidewalks and pathways and provide spot application of abrasives or de-icing materials.</p> <p>During the construction period, the City's contractor is responsible for coordination of snow removal within the construction zone. All City services outside of the construction zone will continue as normal. The project team will monitor these activities closely during construction.</p>
39	Snow	How do the traffic calming humps affect road plowing in winter?	While the shape of the speed humps is aggressive enough to slow traffic, it is also gradual enough to allow the snowplow blades to glide over them without damage.
40	Streetlighting	Can you please clarify the timelines for light post and placement locations?	<p>An exact timeline is not yet known for the construction of the new light poles; however, this work may take place in advance or after the primary construction of the underground infrastructure and roadway.</p> <p>Further information regarding location and number of light poles will be available upon the conclusion of detailed design.</p>

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41	Streetlighting	We do need more street lighting, especially in the area of Cline Crescent near the south intersection with Whitmore Avenue (closest to Iris), but it is unclear if additional street lights are planned.	Further information regarding location and number of light poles will be available upon the conclusion of detailed design.
42	Streetlighting	Will proposed street lighting changes be communicated? Would these be changes in placement of existing structures, or addition of new ones, bringing additional brightness to the street at night. There are common concerns that excessive lighting on the residential street could potential negative effects on human health and the environment.	Streetlighting will be replaced within the community; however, the design has not yet been completed and exact locations of those new light poles are not yet known. Streetlighting will be designed in accordance the with City's Right-of-Way Lighting Policy . Further information regarding location and number of light poles will be available upon the conclusion of detailed design.
43	Traffic calming measures	Will the speed humps be one height all across the roads or can they be the ones that are missing the hump in the middle? Why are some speed humps all the way across and others have a gap in the centre?	Design includes 'speed humps,' as per City design standards. The hump will be uniform across the roadway, with tapers at the curb sides to permit drainage. No breaks will be provided in the middle of the roadway. Speed humps with the 'gap' in the centre are referred to as speed cushions and are typically used on bus routes so that buses can straddle the cushions and smaller vehicles would be vertically deflected.
44	Traffic calming measures	Why are road narrowing and speed bumps layered together on Sherman Drive but not on the other streets?	Road narrowing and speed bumps were needed together to achieve the overall 30km/hr target. Often it is difficult to find suitable speed hump locations that are spaced far enough apart due to opposing driveways, intersections, or curves in the road. Additionally, curb extensions that narrow the road are proposed in areas for greater tree root volume and protection. A similar combination of curb extensions and speed humps is proposed on Cline Crescent for tree protection and appropriate speed hump spacing.

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45	Traffic calming measures	With all the speed bumps and extended curbs, I am concerned about the ability for emergency vehicles to get to a home in a timely manner. Perhaps a few less would be in order?	<p>The size and spacing of traffic calming features have been designed in accordance with the City's Traffic Calming Design Guidelines and the Local Residential Streets 30km/h Design Toolbox.</p> <p>Design has been completed in accordance with the City's Road Safety Action Plan, Traffic Calming Design Guidelines and Local Residential Street 30km/h Design Toolbox trees, which were developed in consultation with Emergency Services to ensure that undue response time impacts are not experienced.</p>
46	Traffic calming measures	Do existing curves in the roads count toward traffic calming? Specifically thinking of curve on Cline Crescent at south end.	Existing curves in the roadway are not considered as traffic calming measures though they may serve a similar purpose by reducing vehicle speeds.
47	Traffic calming measures	What is the intention of the traffic calming measures?	<p>The intention of the traffic calming measures is to reduce traffic speeds and promote a safer corridor for pedestrians, cyclists, and motorists. Under the direction of the City's Strategic Road Safety Action Plan (RSAP), this project is following a Safe Systems approach to road safety with a goal of reducing speeds on local residential roads to 30km/hr. Our strategic design approach echoes the City's commitment to the Vision Zero concept that one fatality or serious injury is one too many.</p> <p>The size and spacing of traffic calming features have been designed in accordance with the City's.</p>
48	Trees	What is defined as a "mature tree"?	<p>The City defines a mature tree as a tree that has been planted for 15 years or more and may appear to be able to survive without your help. Its root system can reach water and nutrients even when surface conditions appear very dry. Additionally, a mature urban tree is one that has reached its maximum expected height and crown size for its species.</p> <p>For additional information, please refer to Tree and forest health City of Ottawa.</p>
49	Trees	How will mature trees be protected and how does the design consider those trees?	<p>Please note that, as of the completion of the preliminary design, no trees within the project area anticipated to require removal; however, some minor pruning operations are anticipated.</p> <p>Mature trees are to be protected in accordance with the City of Ottawa's Tree Protection By-law.</p> <ul style="list-style-type: none"> The primary purpose of the City of Ottawa's Tree Protection By-law is to ensure that trees are protected from injury or destruction. The by-law identifies guidelines to follow when working around trees since trees can be seriously injured if their roots are compacted, cut or damaged. <p>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</p>

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			<p>to proposed construction activities. Modified service installations are planned throughout the project to minimize impacts to existing mature trees where 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.</p> <p>During construction, existing trees that are to remain will be protected. Specifications within the contract provide requirements to the contractor on protection methods. Typical measures involve fencing off areas adjacent to trees and providing trunk protection to trees when working in close proximity, to protect against damage to the bark. In areas where work within the critical root zone is required, best practices will be used to try to limit disruption to trees. Discussions with the City Forestry department will be undertaken as required.</p> <p>Trees will be protected wherever possible. Tree protection fencing will be installed at the beginning of construction to ensure trees are protected. Pruning will be expected as required to allow construction equipment to maneuver throughout the project limits.</p>
50	Whitmore/Cline (North) intersection	The intersection I see as being the most unsafe for pedestrians and motorists, alike, and for which I see no measures proposed, is the north end of Whitmore at Cline. Cars often park in and close to that intersection and parking restrictions should consider this. I'm not sure narrowing the street with the addition of a sidewalk on the opposite side will provide any additional safety and may even negatively affect it.	<p>A speed hump is to be constructed on Cline Crescent immediately south of the northern intersection of Whitmore Avenue and Cline Crescent.</p> <p>Following the Council-approved warrant process to assess whether an intersection is warranted for an all-way stop control (AWSC), this intersection does not appear to warrant four-way stop conditions; however, a stop sign will remain on Whitmore Avenue for northbound traffic at the intersection.</p>
51	Whitmore/Iris intersection	The line of sight at the stop line at the south end of Whitmore looking SE for oncoming westbound traffic on Iris is currently so poor that the southbound car on Whitmore has to 'nose out' onto Iris an excessive	City Traffic attended the location for an Intersection Sight Distance (ISD) check. At the time of the check, the ISD at the stop line at the south end of Whitmore looking southeast for oncoming Iris Street westbound traffic was clear of obstruction. As per Highway Traffic Act (HTA), drivers should first stop before a crosswalk or stop sign/stop bar when there is no crosswalk. If there are obstructions, drivers are expected to move up to the final stop position (when clear and safe to do so) to gain better sightlines/visibility.

	Topic	Question	Response
		amount - so much that it impacts a vehicle heading east on Iris wanting to turn north onto Whitmore. With the planned narrowing of Whitmore at Iris, will a vehicle turning onto Whitmore be able to fit within the narrowed space when there's a vehicle there on Whitmore?	
52	Whitmore/Iris intersection	Can a raised concrete crosswalk be added to the intersection of Whitmore Avenue and Navaho Drive?	A raised crosswalk was not originally recommended as it would be difficult to implement with the adjacent grades and retaining walls.