



## **Greenfield, Main and Hawthorne Online Engagement Q&A Responses (September 2022)**

In an effort to address all the comments and questions received in the May 2022 consultation period, as well as to maintain anonymity and privacy of residents, feedback has been grouped into similar topics and replied to in more general terms. Please review all sections carefully as some topics may overlap. If you do not find your question answered within this document, please email the project team at [GMH@ottawa.ca](mailto:GMH@ottawa.ca) for an individual response.

### **Colonel By and Main Street intersection**

**What is the rationale for not allowing left turns at the newly improved Colonel By Drive and Main Street intersection? Allowing this movement would reduce impacts at Main Street and Clegg Avenue.**

The geometry modifications of the intersection were designed to prioritize safe pedestrian and cyclist crossings of the Colonel By Drive and Main Street intersection. To accommodate both left and right turns, a second lane approaching the intersection would be required to manage the volume of vehicles using the intersection. Unfortunately, there is not enough space to accommodate this extra lane. This approach is consistent with the initial design plans for this intersection, presented through an online public engagement consultation in late July early August 2021. The National Capital Commission has recently reconfirmed that they are not in favour of a left turn movement at this intersection.

### **Hawthorne Avenue and Main Street intersection**

**What safety improvements are being incorporated into the future Hawthorne Avenue and Main Street intersection? The southwest corner, in particular, is of concern.**

The intersection of Hawthorne Avenue and Main Street presents many challenges including, but not limited to, the close proximity of the buildings on the southwest corner to the street and the unique roadway alignment.

Although constrained by the tight right-of-way/building fabric and the need to continue to accommodate the truck route on Hawthorne/Main, the proposed design provides as much space as possible for pedestrians on the southwest corner of the intersection within the constraints. This corner has been analyzed very carefully and a solution has been developed that meets the design requirements, thereby improving the safety conditions at this corner. The proposed design incorporates the following features:

- Maintains the bike box but eliminates the bike slot in order to gain more space and separation between the curb and vehicular turning tracks
- Realigns the road geometry to improve the turning radius
- Realigns the storm sewer to eliminate the 'bird bath' resulting from existing storm manhole location at the corner
- Adds a concrete ripple strip to discourage vehicles from tracking too close to the curb line

You can review these design elements on the [project drawings](#).



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These enhancements will allow large, heavy vehicles (buses, transport trailers) to turn the corner at a low speed while maintaining a 300 mm offset from the wheel line to the curb, while also clearing the stop bar on Main Street. This is a significant improvement over the existing condition and meets the required design parameters.

The design team is also exploring the possibility of installing steel bollards along the curb on the Hawthorne Avenue approach to this corner to further dissuade vehicles from cutting the corner too tight.

### **Hawthorne Avenue and Colonel By intersection (at Pretoria Bridge)**

#### **Will left turn movements be eventually permitted at Colonel By Drive and Hawthorne Avenue, at the Pretoria Bridge intersection?**

Left turn movements from westbound Hawthorne Avenue to southbound Colonel By Drive are currently prohibited and this will not change with the proposed design.

#### **What steps are being made to ensure that residents can cross the street at Hawthorne Avenue and Colonel By Drive?**

During construction, a safe pedestrian crossing will be maintained on at least one side of the intersection of Colonel By Drive and Hawthorne Avenue at all times.

Spatial constraints prevent the installation of a fully protected intersection at the Colonel By Drive and Hawthorne Avenue intersection.

### **Greenfield Avenue and Main Street**

#### **Main Street and Greenfield Avenue has been dangerous for all users. How do you plan to improve it?**

Cycling facilities along both Main Street and Greenfield Avenue, enhanced pedestrian crosswalks, and appropriate signal phasing and timing will enhance the safety of pedestrians and cyclists at this intersection. In addition, proposed signal features also include leading pedestrian and bike intervals. No Right on Red signage is also considered here.

The proposed **Leading Pedestrian Interval (LPI)** for the north-south crossing, in combination with the proposed 'No Right on Red' signage, will allow pedestrians and cyclists to enter their crossing prior to right turning vehicles getting a green light. This will enhance the visibility of pedestrians to the right-turning vehicles and give them a head start to cross before traffic is released.

It is recognized that the existing right turn movement from Main Street to Greenfield Avenue is currently too tight for buses. With the reconstruction works, the left turn lane on Greenfield is being removed to provide more space to better accommodate the right turn from Main Street to Greenfield Avenue for buses and large trucks. Buses will be able to make the movement within their lane and without encroaching on the sidewalk.



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**No Stopping** signs will be installed along the bike lane on Main Street between Greenfield Avenue and Colonel By Drive to help keep the cycling lane clear.

Please note that a traffic study, undertaken as part of the [Elgin Street and Hawthorne Avenue Functional Design Study](#), recommended maintaining the northbound right turn lane at Main Street and Greenfield Avenue to accommodate the motor vehicle turning volumes and heavy vehicle truck turns, as both streets are truck routes.

Comments regarding changing the truck route designation, as well as requests for traffic cameras and various signage, were forwarded to the appropriate departments for their consideration.

### **Proposed sidewalk on Echo Drive – Highway 417 to Harvey Street**

**Please confirm the intent and purpose of the proposed sidewalk on the east side of Echo Drive between the 417 and Harvey Street intersection. There are already two cut-outs on Echo Drive that removed green space and trees from the neighbourhood. Given the street is a dead end, there is concern this proposed sidewalk is unwarranted.**

The City's new Official Plan recommends sidewalks on at least one side of all local roadways. The proposed sidewalk will improve accessibility and pedestrian connectivity between the existing sidewalk on Echo Drive and the beaten path leading to Colonel By Drive.

With respect to the two connections from Echo Drive to the NCC asphalt pathway along the east side of Colonel By Drive, this project will provide a formal connection mirroring the existing desire lines near the end of Echo Drive.

The southernmost connection follows the alignment of the storm sewer coming from Colonel By Drive and connecting to the sewer in Echo Drive. The northernmost asphalt connection at Harvey Street (where the PXO was located during the advance contract) is temporary until we complete Echo Drive. Having these two connections in place during construction will be beneficial for pedestrian detours around the roadwork.

### **Proposed Multi-Use Pathway - Colonel By Drive / Echo Drive Hawthorne Avenue to Immaculata High School**

We recognize and acknowledge the desire to have separate cycling and pedestrian facilities on Echo Drive south of Hawthorne instead of a multiuse pathway. Unfortunately, the design could not incorporate the separate elements given spatial constraints.

### **Raised pedestrian crosswalks, cycle tracks and other cycling related questions**

**Why is the cycle track gap between Harvey Street and Graham Street / Lees Avenue not included in this project?**

The City is aware of the “missing cycling link” in the southbound direction on Main Street and that it has been a request from the community since the completion of the previous Main Street



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reconstruction. The segment of the roadway is not a part of the current Greenfield Avenue, Main Street, Hawthorne Avenue et al. Reconstruction Project, due to the upcoming Ministry of Transportation of Ontario 417 bridge rehabilitation project and required functional design review. Construction staging for the replacement of the Main Street and Canal bridges will occupy that area and will require property discussions with the MTO to support future design options.

The City's Transportation Planning team has identified this section of roadway for future consideration for cycling improvements. These efforts are separate from this project given the conflicting impacts noted above. Vanessa Black, P.Eng, Transportation Engineer – Network Modifications, City of Ottawa is leading these efforts and can be contacted at [vanessa.black@ottawa.ca](mailto:vanessa.black@ottawa.ca) should you have further questions or comments regarding this important future improvement.

### **Can you add raised crosswalks and raised bike paths to the following three areas: Main and Colonel By; Greenfield and Concord; and Greenfield and the Queensway on-ramp?**

Much of the discussion about speed reduction signage and vertical measures such as raised crosswalks, speed humps, speed tables and raised intersections are governed by City policies for suitable conditions or warrants. In conducting the design, we rely on these policies and direction from traffic services to advise about implementation.

Colonel By Drive, within this section, is along a dignitary route. Discussions have previously occurred with Ottawa Police Services and Federal agencies about raised crossings and they do not support adding any additional raised crossings along these routes. The raised crossings on Queen Elizabeth Drive at Commissionaires and Bank Street are not on a dignitary route and are therefore permitted locations.

In the case of Greenfield Avenue, it is designated as a Truck Route, Bus Route and Emergency Detour Route for Highway 417. Because of this designation, installation of raised pedestrian crossings on this classification of roadway is not appropriate. Similarly, raised crossings on Greenfield Avenue and the highway on-ramp are also not supported.

As part of this project, an **Intersection Pedestrian Signal (IPS)** will be installed crossing Greenfield Avenue at Concord Street North. This type of intersection uses a standard red-amber-green traffic light to stop traffic on the main route (Greenfield Avenue) to allow pedestrians and cyclists to cross safely while approaching traffic on the connecting street (Concord Street North) will still be controlled by stop signs. An advanced flasher is planned for southbound Greenfield Avenue motorists in advance of the intersection, to alert them when the signal is activated.

### **Is Main St between Echo Drive and Greenfield Avenue gaining cycle tracks on both the east and west sides of the road? Are these painted lanes, or protected/raised above street level?**

A raised cycle track is planned along Main Street between Greenfield Avenue and Echo Drive/Colonel By Drive in the northbound direction. In the southbound direction, a short section of raised cycle track will be provided around Echo Drive, which will then transition to an on-road painted lane up to the Main Street intersection. Special limitations and signal design requirements prevented the entire southbound length from Echo Drive to Greenfield Avenue from being a raised cycle track.



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Greenfield Avenue will have raised cycle tracks on both sides of the roadway, where space permits. Short sections of on-road bike lanes will be constructed at the Concord Street and Lees Avenue signalized intersections.

### **Is Hawthorne Avenue gaining cycle tracks on both the north and south sides of the road? Are these painted lanes, or protected/raised above street level?**

A westbound, on-street, protected bike lane will be added along the north side of Hawthorne Avenue between Main Street and Colonel By Drive. This lane will be buffered from vehicular traffic by pre-cast concrete curbs pinned to the road surface. A raised cycle track is not possible in this location as road drainage infrastructure (catch basins) cannot be installed due to the underground presence of an existing large 1.2m (4 ft) diameter watermain along the north side of Hawthorne. To add this westbound bike lane, the existing curbside westbound vehicular lane (which also serves to provide off-peak parking) will be removed.

An eastbound bike lane is not being added along Hawthorne Avenue. Eastbound cyclists will be directed to the existing bike lane on Graham Avenue via a proposed multi-use pathway on the east side of Colonel By Drive.

A 15 cm high precast concrete barrier curb will be installed to separate the Hawthorne cycling lane from the adjacent vehicle lane.

The design for Hawthorne Avenue's cycling infrastructure was previously approved by Council as part of the [Elgin Street and Hawthorne Avenue Functional Design Study](#). Comments received regarding trial installations for bike platforms have been shared with the appropriate department for consideration.

### **Are cycle lanes all 1.5m, sidewalks 2.0m wide?**

The raised cycle tracks and cycle lanes are all 1.5m minimum width. In some sections they are wider where space permits. The majority of the sidewalks are 2m in width, however there are some locations where 1.8m wide sidewalks are planned due to spatial constraints.

### **Why are some streets incorporating protected bike lanes while others have on-street lanes?**

Intersections are being designed in accordance with current standards and guidelines, which have changed since the southern section of Main Street was reconstructed in 2015/16. The City's new Protected Intersection Design Guidelines require a pedestrian landing between the cycle track and sidewalk. For accessibility reasons, when it is not feasible to provide a wide enough pedestrian landing, the cycle track is brought down to road level on the approach to a traffic signal.

### **Additional cycling comments**

Consideration was made to extend the Lees Avenue MUP to Greenfield Avenue but unfortunately, spatial constraints at the intersection prevent continuation of the MUP up to and through the intersection. The space limitations do not allow for separated cycling and pedestrian modes to



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operate together in this area. Suggestions to extend the Lees Avenue MUP to include a crossing at Lees Avenue and the 417 off-ramp have been shared with the appropriate city department for future consideration as it is beyond the limits of this project.

Active transportation elements have been incorporated at every opportunity within the project limits, where space and geometry permit, following the direction of the City's Transportation Planning team.

### **Traffic Management and Access During Construction**

**Many concerns and comments were shared during the consultation regarding access to businesses, safety for residents travelling through their community, clearer signage for detours, and maintaining access for cyclists and pedestrians throughout the construction project.**

We are cognizant of business concerns and the effects of construction disruptions on parking access and to pedestrian, cyclist and vehicular traffic. All efforts will be made to ensure access is maintained for businesses and residents during all stages of the project. When required, detours will be clearly signed and communicated to the public in advance.

Access to private parking will be maintained as much as possible during construction. However, there will be short periods where access to private parking will not be possible such as when new curbs and sidewalks are poured and when sewers and watermain are installed directly in front of the access. At those times, advanced notice will be provided, and alternative arrangements such as temporary on-street parking passes can be discussed.

More detailed information on schedule and impacts can only be confirmed once the general contractor has been retained and has provided input on how they intend to deliver the project.

In regard to vehicles using the asphalt connections from Echo Drive to the asphalt pathway on the east side of Colonel By Drive, large boulders have been placed to deterred this activity.

Details on construction scheduling and staging will be communicated regularly to residents and businesses during construction through mailed notices and e-newsletter communication, including instances where access may be temporarily removed. We recommend signing up for the project e-newsletter at [ottawa.ca/esubscriptions](https://ottawa.ca/esubscriptions) to stay informed on this important project.

### **Hydro Ottawa related questions**

**Why was the Hydro terminal installed close to the building at 27 Hawthorne Avenue instead of on the corner of Main Street and Hawthorne Avenue?**

Response from Hydro Ottawa: The equipment needs to be as close to the center of the block as possible to allow buildings both east and west to be supplied without exceeding the allowable voltage drop.



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**We would like to know what measures are being done to ensure power and water are maintained throughout the project.**

A temporary overland water supply system will be established during the construction of the new water main to supply impacted buildings. Residents and businesses will receive advanced notice of any brief periods where water must be shut off.

Should minor, short-duration hydro interruptions be necessary, they will be communicated in advance via written notice by Hydro Ottawa and kept to a minimum.

**With the conversion of overhead electrical and telecom systems to underground, it is understood that transformers and other surface infrastructure will be required to accommodate this change. Can you expand on the elements required for the building on Greenfield Avenue at Main Street?**

Response by Hydro Ottawa: A surface mounted switchgear is planned for the Greenfield side of the building. This switchgear will replace the overhead switch that supplies the transformer (building service) on the east side of the building. It will be approximately 2m long x 2m wide x 1.25m height.

### **Trees and Landscaping**

**When will the landscaping be reinstated on the NCC lands?**

The NCC has requested that the landscaping reinstatement of trees and shrubs removed from the NCC-owned lands be on hold until the NCC knows what the impacts the MTO's canal bridge replacement will have on this area.

**Is there any way to prevent the removal of trees along Main Street and Greenfield Avenue and in particular at 29 Main Street?**

All consideration for the preservation of existing trees has been implemented throughout this project. The concerns with the removal of trees are understood and careful consideration has been taken to preserve as many trees as possible. In the case of the trees around 29 Main Street, unfortunately their removal is necessary in order to accommodate the significant active transportation infrastructure improvements planned for Main Street and Greenfield Avenue.

**What is the landscaping plan near Greenfield Avenue and the 417 on ramp?**

In the area around the westbound Queensway on-ramp and traffic signal, multiple species of sumac will be planted along the slope to provide suitable low maintenance vegetation. Unfortunately, the Manitoba Maples in the right of way behind 22 & 24 Kings Landing Private will need to be removed to accommodate the addition of raised cycle tracks on Greenfield Avenue. Modification to try to accommodate these trees was investigated and determined not to be feasible given the spatial constraints.



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**Will the hill that separates Old Greenfield Avenue from Greenfield Avenue be affected by the project?**

The hill that separates Old Greenfield Avenue from Greenfield Avenue will undergo minor impacts during construction but will largely be preserved, as is. Some additional trees are planned to be planted within this area as well.

### **Traffic Calming**

**The section of Colonel By Drive heading north and south from Pretoria Bridge are racetracks at night. Is there any way to add speed bumps or photo radar in this area?**

As Colonel By Drive is governed by the NCC, your suggestion and comments have been shared with them for their review. The project team has been advised that vertical measures on Colonel By Drive, such as speed humps and raised pedestrian crossings, are not to be installed as this is a ceremonial route with protective escorts (police bikes and motorcades). Security and safety concerns have been raised in the past when speed bumps or raised crosswalks have been proposed on this roadway.

**On Greenfield at Queensway Ramp, is there some way to protect eastbound cyclists from westbound cars turning left onto the Queensway ramp?**

The posted speed limit on Greenfield is being lowered to 30km/h. Turning vehicles are required to yield to oncoming traffic, including cyclists and pedestrians.

### **General construction and miscellaneous questions**

**Will there only be one sidewalk (the existing one) on Harvey St. (between Main St. and Echo Drive)?**

Yes, there will only be one sidewalk along this section of Harvey Street. It will be replaced and widened to current City standards with the reconstruction.

**Will Old Greenfield Avenue be under construction as part of this project?**

Yes, Old Greenfield Avenue is part of the planned works. The watermain and sanitary sewer will be replaced, along with full reconstruction of the roadway.

**Can an opening to Colonel By Drive be made opposite the entrance to 111 Echo Drive to create direct access by vehicle to Colonel By Drive?**

The NCC would not be agreeable to an additional access point on their roadway, which would also result in a loss of on-street parking on this one-way street, as well as issues with people trying to circumvent the no left turn prohibition at the Main Street and Hawthorne intersection.





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### **Is it possible to add a bus stop for Route 56 at Hawthorne Avenue and Main Street?**

Adding a bus stop on the south side of Hawthorne approaching Main, may be possible for Route 56, however it would not be suitable for the other routes along Hawthorne which turn left at Main Street. There would not be enough space for busses to safely make the left-hand lane change after the stop.

The addition of a stop here would also result in the removal of a significant amount of off-peak on-street parking. This comment was shared with OC Transpo Planning who have assisted in the response.

### **How is the City ensuring that all roads will have proper subsurface soil compaction in order to prevent premature cracking and depressions in the concrete and pavement?**

All roadway granulars and asphalt will be placed and compacted in accordance with City of Ottawa standards. Full time inspection will be provided during construction, and compaction testing will take place at frequent established intervals in accordance with Standards and Contract requirements.

### **How will the City ensure that vibrations will not damage our homes when work begins in the community? As it is, buses can rattle dishes in the home when they pass.**

As part of the construction phase, the City is committed to conducting pre-construction inspections on adjacent properties and, where appropriate, to install vibration monitors to ensure that induced vibration by construction activities does not have a negative impact on nearby structures. These measures however are not intended to address existing nuisance vibrations and noise that are outside of the scope of the infrastructure renewal project. Comments related to existing vibration concerns have been forwarded to the appropriate department for consideration.

### **Thank you**

For all other comments and feedback received that did not contain a direct question, please be assured that we have noted your feedback and have taken all your concerns into consideration.

Thank you to everyone who participated in this community engagement exercise. If you have not already done so, we encourage you to sign up for our project's e-newsletter to be kept up to date at [ottawa.ca/e-subscriptions](https://ottawa.ca/e-subscriptions) as the project continues. As always, if you have a specific question or comment, you can contact the project team at [GMH@ottawa.ca](mailto:GMH@ottawa.ca).

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