

Greenfield Avenue, Main Street, Hawthorne Avenue et al. reconstruction project
Questions & Answers from the Public Engagement January/February 2023

Question	Response
<p>Concerns related to the loss of parking spaces on Greenfield Avenue due to the addition of cycle tracks.</p>	<p>The introduction of cycle tracks on Greenfield Avenue, coupled with the post LRT implementation of transit (bus stops), has resulted in a reduction of available parking on Greenfield Avenue. This loss of parking will be offset by the addition of parking spaces on Montcalm Street between Greenfield Avenue and Concord Street as well as Echo Drive between Main and Concord streets.</p>
<p>Will trees be protected during construction?</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>Are there any planned tree removals?</p>	<p>To accommodate the addition of raised cycle tracks and other geometric features that bring this project up to current City of Ottawa standards, tree removals are required. Please review the plan "02-Roadway Geometry Plan" under the "Online Engagement" tab on the project website to see which trees (marked as X's) are planned for removal. On the same plan, proposed plantings appear as green circles.</p> <p>Tree removals have been reviewed by the design team's Landscape Architect in cooperation with the City's Forestry department to determine whether alternate construction methods may allow for the retention of these assets. Where feasible, every attempt is made to save existing trees. Unfortunately, there are instances when tree removal is unavoidable.</p> <p>The planned tree plantings within the right-of-way were determined in consultation with the City's Forestry department. The tree and shrub species proposed are recommended based on many factors such as their salt tolerance, canopy size, root growth, disease tolerance, and their location in proximity to adjacent buildings, utilities, etc. The intent is to select native species that have the best chance at thriving in the urban environment. In many locations within the project limits, there is limited existing City right-of-way space to accommodate tree planting. In certain areas, the City may approach residents that have available front yard property to discuss the possibility of planting trees on private property where the benefit to the general public can be demonstrated.</p>
<p>What are the proposed traffic calming measures to address traffic speed?</p>	<p>The design for this project follows the City of Ottawa's 30km/h design guidelines for local streets. This includes the addition of speed humps, curb extensions and roadway narrowing on local residential streets. Traffic calming measures can be viewed as part of the geometry drawings on the project website.</p> <p>Area traffic management guidelines are provided at the following link for general information: https://ottawa.ca/en/local-residential-streets-30-kmh-design-toolbox</p> <p>As Greenfield Avenue, Main Street and Hawthorne Avenue are of a higher class of roadway, and are located on truck routes, Highway 417 emergency detour routes and bus routes, many area traffic management measures are not suitable.</p>

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<p>What considerations have been given to address the current issue of vibrations on Greenfield Avenue from large vehicles?</p>	<p>The project's designs have made efforts to relocate maintenance hole frames and covers outside of the vehicle wheel paths wherever possible. The new roadway base and pavement structure are also being brought up to current standards for the class of roadway and associated vehicles, which should reduce nuisance vibrations.</p>
<p>What are the anticipated construction timelines?</p>	<p>Please refer to slides 20 to 28 in the "Presentation" file posted on the City of Ottawa website under the "Online Engagement" tab. The anticipated annual phasing of the work as coordinated with the contractor (AECON) is shown on those slides.</p> <p>Further periodic updates will be shared on the webpage and through the project newsletter as critical impacts to street segments and traffic are scheduled.</p>
<p>Can you explain the bike lane and parking changes being initiated on Hawthorne Avenue?</p>	<p>As part of the project, one westbound lane on Hawthorne Avenue between Main Street and Colonel By Drive will be removed and replaced with a westbound on-road cycle lane. Implementation of a raised facility in this location was not possible due to the presence of a shallow large diameter watermain along the north curblin. The presence of this large diameter watermain prevents the relocation of catchbasins further into the road. Off-peak parking on the north side of Hawthorne Avenue will be removed.</p> <p>The south side of Hawthorne Avenue will maintain the same approximate configuration as it currently has, with off-peak parking being maintained. Eastbound bus stops on Hawthorne Avenue have been maintained in their approximate locations, with minor shifts being undertaken to bring them up to current OTranspo requirements. The eastbound bike lane from Pretoria Bridge will extend across Colonel By Drive where cyclists can access a Colonel By Drive / Echo Drive multi-use pathway to the south and connect to the eastbound cycling facility on Graham Avenue.</p>
<p>Why are left turns banned at the Colonel By Drive / Main Street intersection?</p>	<p>To permit left turns at this intersection, both a left and right turn lane exiting Main Street would be required at the intersection to prevent traffic backing up on Main Street. Unfortunately, this constrained area is ill-suited to accommodate the additional lane.</p> <p>The Main Street to southbound Colonel By Drive prohibition is to remain in effect with the planned works. The geometry modifications that have been completed at this intersection, which will be further built upon with the main construction contract, are intended to facilitate safe pedestrian and cyclist crossings of the Colonel By Drive and Main Street intersection.</p> <p>In consultation with the NCC, who are the road authority on Colonel By Drive, the decision was agreed to maintain the existing left turn prohibition due to expected backups for both westbound and eastbound Main Street that could reasonably be anticipated with this change.</p>
<p>Who should I contact if my water supply is unexpectedly interrupted during construction?</p>	<p>Construction notices have been distributed to all residents with the appropriate contact information for any issues during construction. These contacts can also be found on the project website. Alternatively, please contact 3-1-1.</p>

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<p>What are the anticipated disruptions/impacts during construction?</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. The impacts include:</p> <ul style="list-style-type: none"> • Short-term disruptions to water supply to isolate the construction area, establish a temporary overland water supply and again to reconnect your water service to the new system. • Removal of on-street parking to facilitate construction of the new infrastructure. • Short-term driveway access restrictions will be occasionally required when construction work is in front of a driveway. When driveway access is not possible, on-street parking passes will be provided to residents. • For many properties, there will be little to no work completed on private property. Work which will take place near to the property line will consist of sewer and water service replacements and minor grading/landscape works to tie-in to the adjacent front yards. If work is required on private property, the homeowner will be notified in advance. • Throughout construction there will be temporary disruptions to traffic flow; however, local traffic access will be maintained. In some instances, roads may be closed to local traffic only or converted temporarily to a one-way facility. • 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. • Dust from construction can be expected but will be mitigated through street sweeping, application of dust suppressants, etc.
<p>Will I have access to my driveway during construction and how will garbage collection be impacted?</p>	<p>Access to driveways During construction, the contractor is obligated to provide property owners access to their driveways. In instances where access to driveways cannot be provided due to the nature of the adjacent work (such as pipe installation across driveway, curb and sidewalk construction and curing) the contractor will provide 24-hour advance notice of the disruption. In the event that access to your driveway is restricted due to construction activities, a Temporary On-Street Parking Permit (orange form) will be distributed to permit on-street parking within two blocks of your residence.</p> <p>Garbage Collection The Contractor is aware of the garbage collection schedule and is required to maintain access so that garbage can be collected at the curb. If vehicular access is interrupted for any reason, the contractor is responsible to move the garbage from the homeowner's curb, to a common location where it can be picked up. Empty containers will then be returned to the appropriate homeowners/businesses.</p>

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	<p>On-street parking and driveway impacts To allow the work to be completed in a timely manner, on-street parking may be prohibited during the construction period. Signs will be placed 24 hours in advance indicating the parking prohibition.</p>
<p>Why are cycle tracks proposed on both sides of Greenfield Avenue? Why can't a single bi-directional cycle track be provided on the south side of Greenfield Avenue instead?</p>	<p>The current design of the raised cycle tracks on Greenfield Avenue provides separation of all modes of transportation. A multi-use pathway requires that cyclists and pedestrians share a common facility and thus provides a lower level of service for both pedestrians and cyclists. In addition, multi-use pathway crossings at intersections, signalized or otherwise, are problematic as their bi-directional nature may not align with driver expectations. When designing new pedestrian and cycling facilities, the goal is to separate these movements when feasible.</p>