

Comment #	Source	Summary of Comment	Response
1	Public Information Session	What are my options to replace my private water service?	<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.</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.</p> <p>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>
2	Public Information Session	What are my options to replace my private sewer service?	Same as Options 1 & 2 for the private water service replacement (Answer No. 1 above). Note that a Building Permit is required.
3	Public Information Session	So, the outside tap will become an intake instead of water output?	The temporary water supply will be attached to the tap. There will be a "Y" connection so the resident will still be able to attach a hose.
4	Public Information Session	Can a raised crosswalk be constructed across Wilton Crescent at Bank Street?	A raised crosswalk was evaluated at this location, but as a result of the recent Bank Street cycling modifications, providing a raised crossing would require extension of the project limits north and south on Bank Street to accommodate property cycling transitions and would result in potential sight line concerns resulting from the existing building in the northwest quadrant of the intersection.
5	Public Information Session	Can a crosswalk be constructed at the end of the sidewalk on Monk Street?	<p>A crosswalk was considered at this location, however a different location was selected for the reasons noted below:</p> <ul style="list-style-type: none"> • The location is too close to the stop control at Monk and Wilton Crescent, consequently raising potential queuing concerns. The queues could back up to the Monk Street and Wilton Crescent intersection and potentially to Bank Street at busy times. • The potential removal of a tree on the east side of the roadway if it obstructed the crosswalk sign. The City tries to reduce the need for tree removal. • A pedestrian count was completed and most people crossed Monk Street closer to Woodlawn Avenue, where the proposed crosswalk is located just south of Woodlawn Avenue.
6	Public Information Session	Will the street narrowing impact snow removal?	The City of Ottawa's Surface Operation Group was consulted through the development of the design and the only street that is proposed to be narrowed is Woodlawn and it is being changed from a two-way roadway to a one-way roadway. Therefore, there should be no major impacts to snow removal from pre to post construction.
7	Public Information Session	I am a frequent visitor to Brown's Inlet and the vibrant Bank Street corridor. How can I still access the places I love during construction?	Accessibility and maintaining accesses to Brown's Inlet and businesses is an important consideration for the City. Pedestrian access to homes, Brown's Inlet and businesses will be maintained at all times and the City will make every effort to provide access through and around construction sites. Detours and sidewalk closures will be communicated on-site with signage.

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8	Public Information Session	I have decorative landscaping and gardens in my front yard, what will happen to them?	Work within the City's property limits, including replacing water and sewer services up to the property line, often requires removal of existing landscaping features within the areas of excavation. Prior to construction, existing vegetation and landscaping will be documented and the Contractor will be required to reinstate the disturbed areas to existing conditions; however, if you have special plant species or are quite fond of certain plants, some homeowners choose to transplant those plants to other areas of their property.
9	Public Information Session	Will I get a new driveway?	The City's contractor will be responsible for reinstating any areas of your driveway impacted/damaged during construction with a similar material (i.e., asphalt, interlock, concrete); however, this may result in a construction joint, which is typical practice within the City.
10	Public Information Session	With construction comes construction-related noise. What is the City doing to mitigate noise?	The City's contractor will typically operate within the parameters of the Noise By-law: <ul style="list-style-type: none"> Monday-Saturday: Between 7 am and 10 pm Sundays and holidays: Between 9 am and 10 pm Some night or weekend work may be required during construction to limit daytime water or traffic disruptions. Night work outside of the typical operating hours requires an approved noise by-law exemption and residents will be made aware in advance of the work. The City's contractor will take every precaution to minimize interruptions to everyday life but, as you can appreciate, there may be some inconvenience during the work, such as delays when travelling around the construction zone, noise, dust and vibrations.
11	Public Information Session	Will utilities to nearby businesses and residents be impacted during the reconstruction? How will businesses and residents be notified when utilities (i.e. water, gas, electricity) are shut off?	During construction, there may be times where utilities, such as gas or water, will need to be interrupted. The City will provide 48 hours of notice of planned service disruptions; however, there may be instances when unforeseen construction issues will result in water, gas and hydro disruptions.
12	Public Information Session	Will garbage/recycling pick-up and snow removal be impacted during the road closure?	The City's contractor is responsible for coordination of garbage/recycling pick-up and 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.
13	Public Information Session	Will the City's Contractor be replacing our services to the building?	As part of this assignment, the City's Contractor will be installing new water and sewer services on City property in areas where the watermain and sewers are to be replaced. The private services beyond the City property line will not be included in this work. The exception is that sewer services to Tackaberry Lane and Wilton Lane will be lined from the home since the sewer in these Lanes will be lined.
14	Public Information Session	I recently had my lead service replaced, do you still need to replace my service?	A new service will be installed to your property line, regardless of the condition of the existing service, to ensure that there are no potential points of failure (splices/connections) on your service under the roadway or sidewalk.
15	Public Information Session	Why are you installing traffic calming measures?	The intention of the traffic calming measures is to reduce traffic speeds and promote a safer corridor for all users, while maintaining the existing traffic volumes.
16	Public Information Session	I'm having home renovations, items delivered to my house, or I'm moving on a certain date, do I need to postpone this, or will my Contractor/Mover be able to access my house?	The project team will be happy to help accommodate any resident requests and will work with the City's Contractor to ensure minimal disruption.
17	Public Information Session	Who do I call if my property is damaged due to the construction activities?	The General Contractor is required by the City to carry liability insurance and they assume full responsibility for the construction work, including any proven related damages. If you find damage, email the General Contractor with a description of the damage, photos and contact information. Please note that prior to construction activities commencing, a third-party consultant will be hired by the Contractor to document existing building conditions.
18	Public Information Session	I have a disability; will I be able to get around the construction?	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.

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19	Public Information Session	Could you provide a visual of what a TWSI looks like?	Tactile Walking Surface Indicators (TWSI) have been installed on all City Projects since approximately 2012, as such, there are numerous examples throughout the City, including at the northwest corner of Bank Street and Wilton Crescent in the sidewalk (cast iron plate with raised bumps). Also located at Exhibition Way and Bank Street.
20	Public Information Session	Have you considered a one-way option for Wilton Crescent / Oakland Ave? Whether one-way or two-way on those streets, more traffic calming measures would be welcome (road narrowing / speed humps).	Woodlawn Avenue was the only street that was investigated for one-way conversion due to the large mature trees limiting the usable right-of-way width. At Oakland and Monk there is a proposed bulb-out to narrow the roadway to the minimum 7.0 m width and thereby decrease the pedestrian crossing distance. There is a speed hump proposed between #9 and #11 Oakland and a mid block narrowing around the large tree at the corner. Wilton Crescent has a proposed mid block narrowing and speed hump near #31 Wilton Crescent and a raised intersection at Wilton Crescent and Monk Street. The design of the traffic calming has been completed to a 30 km/hr design standard.
21	Public Information Session	How wide is Tackaberry currently?	The existing width ranges from 2.30-3.00 m.
22	Public Information Session	Will car parking on Woodlawn be on the north or south side?	Parking is proposed on the north side of Woodlawn, the right side of the direction of traffic.
23	Public Information Session	What is the reasoning behind a south crosswalk at Monk/Woodlawn? A north crosswalk is a straighter path to Lansdowne, especially if Woodlawn parking is on the north side.	The City is currently looking to determine if we can relocate the Hydro support pole and if this can be done then we will be moving the crosswalk to the north side of the intersection.
24	Public Information Session	What is the rationale for wider sidewalks, and why different widths on Monk?	A sidewalk width of 1.8 m is the minimum City standard. Therefore the sidewalks require widening to meet this minimum standard. On the east side of Monk, there is additional room so the sidewalk will be 2.0 m wide.
25	Public Information Session	Wilton Lane floods after heavy rainfall and snow melt. Water backs up into garages due to lack of drainage. Will something be done to improve/increase drainage?	Four new catch basins are proposed on Wilton Lane. Grading improvements and new asphalt should help improve drainage.
26	Public Information Session	Will Monk be the material and equipment repository for the full three years?	It will depend on the contractor's requirements and staging of the works. Work in 2025 will be limited to paving of the final lift of asphalt, sidewalks and landscaping reinstatement.
27	Public Information Session	What will happen at the corner of Wilton Lane and Woodlawn? Currently there is a public bench and a small piece of grass. Will that be maintained? Can we have a bench or other feature on the mid block narrowing to make the streets more community friendly?	The City will work with the community to improve this corner, and possibly add new interlock and a new bench. Maintenance of the grassed area in the right-of-way will be the responsibility of the resident. At a subsequent meeting with the residents it was determined that the preferred approach is to have additional grass and plantings instead of a bench and interlock.
28	Public Information Session	Why narrow Woodlawn at Ralph?	As part of the overall traffic calming for this project, a bulb-out (narrowing) has been designed on the north side of Woodlawn at Ralph Street. This bulb-out will slow down traffic making a turn on Ralph Street while also enhancing the safety for pedestrians by decreasing the crossing distance on Woodlawn.
29	Public Information Session	You asked that you be advised of any accessibility issues. 77 Monk Street is a Long-Term Care Home that will need continuing accessibility for residents, staff and families. Will you be meeting with the Glebe Centre to ensure their needs are understood. I am a representative of the family council. We have immediate concerns about the sidewalk and entranceway to 77 Monk St. that are high risk to all who access it. Can this be a priority?	The City has met with the Glebe Centre as well as the Lorde Lansdowne Retirement Home regarding the proposed work. Accessibility for the residents as well as pick-up and drop-off vehicles is a top priority. The project team will be working closely with the management group at both properties during construction to ensure all needs are met throughout the entirety of the project. In the contract it is stipulated that access be maintained at all times to 77 Monk St.
30	Public Information Session	Look at the entranceway to the Glebe Centre where there is concrete and tiles...it is a mess because it is not maintained. It becomes dangerous for pedestrians.	The Glebe Centre noted that they are planning on repairing this area this year (it is on their property). The project team will be coordinating with their contractor to ensure the work can be completed alongside this contract.
31	Public Information Session	Will the sidewalk be widened to the east or into the boulevard at Abbotsford?	The proposed sidewalk will be widened approximately 0.25 m in both directions.
32	Public Information Session	Regarding current sewer odours: When repairs are being done will this alleviate the foul odors coming from the sewer near the entrance to the Glebe Centre (77 Monk St.)?	The sewers in this area are combined sewers and as such each catch basin will include an odour control device which should help alleviate the issue.
33	Public Information Session	Is angled parking possible to increase parking in concentrated areas and decrease it in others?	Unfortunately, the road widths are too narrow for angled parking.

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34	Public Information Session	Parking is critical and if it is greatly reduced it will impact being able to recruit staff and retain staff to care for the residents at the Glebe Centre and Retirement Home.	The current design has approximately a 5 parking spot reduction in the project area, so the impact on existing parking will be minor.
35	Public Information Session	The grassed area on the east side of Monk where the sidewalk terminates near across from Wilton Lane could be an area that can accommodate bike parking.	The design team is reviewing possible enhancements of this area which may include bike parking.
36	E-mail Question	Can a curb extension be installed at both the NE and NW corners of Wilton Crescent and Monk Street?	Due to the turning radius of the design vehicle, curb extensions cannot be installed safely at this location.
37	E-mail Question	Is Public Art part of this project?	Due to the relatively small size of the project, Public Art is not part of this project, however, funds will be transferred from this project for future public art in the area.
38	E-mail Question	Audible crossing signals could amount to noise pollution for houses within hearing distance. If I'm reading the proposed plan correctly, there's a crosswalk proposed at the corner of Monk St. and the south side of Woodlawn which could be a problem for houses near that end of the street, & especially for those on that corner. We see no need for a crosswalk midway down such a quiet street as Woodlawn and think it would detract from the plan.	Pedestrian crossings (PXO) within Ontario do not require an audible signal at this time, therefore one will not be installed.
39	E-mail Question	What exactly would green roofs be in this context? If on our houses would they be optional? Who would pay for them?	Green roofs are not part of this project.
40	E-mail Question	<ul style="list-style-type: none"> • Here are some specific and successful design features that could be included in a Canadian living street: <ol style="list-style-type: none"> 1. Traffic calming measures such as raised intersections, speed humps, and chicanes to slow down vehicle speeds and improve safety for all users. 2. Reduced speed limits to 30 km/h or less to encourage safer and more cautious driving. 3. Shared street surfaces that prioritize pedestrians and cyclists, with no clear delineation between sidewalks and roads. 4. Designated pedestrian crossings and mid-block crossings with enhanced visibility and safety features. 5. Public gathering spaces such as benches, seating areas, and street furniture to encourage social interaction and community engagement. 6. Landscaping with street trees, plants, and greenery to reduce the heat island effect and improve air quality. 7. Narrower lanes to encourage slower driving speeds and provide more space for pedestrians and cyclists. 8. Public art installations and interactive features to enhance the streetscape and create a unique sense of place. 9. Accessible design elements such as curb cuts, tactile pavement, and audible crossing signals to ensure that the street is usable for people of all abilities. 10. Sustainable features such as rain gardens, permeable pavement, and green roofs to manage stormwater runoff and improve environmental sustainability. 	Noted

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41	E-mail Question	<p>We all agreed that concrete planters might be an alternative to a speed hump to narrow the street and slow traffic. They wouldn't have to take any more room than the speed hump and so not further restrict parking. We would like the planters to be fairly low, and have wide enough edges to provide the many seniors who walk along the street from the senior center and the Lord Lansdown retirement facility with a place to sit down if tired. We also agreed that the senior center would be best choice to sign the contract to maintain the planters, as its administrator proposed, because it would be a win/win for the seniors who miss gardening, and for the planters as there will always be willing volunteers there. The families on the street would also be happy to plant & maintain the planters, but most of us will sometimes be out of town for holidays and on business, but there will always be people available at the senior center happy to have the chance to get to do a little gardening.</p> <p>We also all agreed that where there are bump outs on the sidewalks around the trees, it would be better to keep the sidewalks the same width, so they bump out into the street, instead of narrowing them: better for pedestrians, and a further means of slowing traffic.</p>	<p>The installation of planters on the road right-of-way necessitates a legal agreement be executed between the City and the party responsible for the maintenance of the planter's vegetation. As part of the agreement, there is an insurance requirement. To date, no resident, business or association have showed interest in taking responsibility for planters on Woodlawn Avenue.</p> <p>The bump outs around the trees cannot be into the roadway as this would impact parking and snow clearance. There will be a minimum of 1.5 m sidewalk around the trees.</p>
42	E-mail Question	<p>I noticed that there is a fire hydrant planned around 39-41 Woodlawn. Assuming there is a bump-out around the fire hydrant, that will take away a parking spot. I would like to suggest moving the fire hydrant a little farther east in order to align with a possible parkette at the corner of Woodlawn and Wilton Lane. That might maximize parking, as well as slow traffic.</p> <p>I also had a question: is chicane parking permitted, that is, alternating between left-side and right-side at different parts of the street? I am only interested in suggesting this to further slow traffic. It might be tricky given the distribution of driveways, or it might not be. I have frequently witnessed speeding by people travelling from West to East (of drivers coming off the Queen Elizabeth at Broadway, heading to Bank), but the vast majority of people travelling east are going slowly already, as they are turning into their driveway, or looking for a parking spot or house number.</p> <p>As a resident of Woodlawn Ave, I strongly emphasize that myself and other residents do not feel that free parking for Lansdowne should be a priority of the city. If we reduce too many parking spots, the residents and their guests will not be able to park on our own street, let alone the much needed but underpaid PSWs who work at The Glebe Centre, as well as the Lord Lansdowne and Amica retirement homes. I do not suggest a solution for that, but it is a very important issue for us.</p>	<p>Once the surface design has been completed, the fire hydrants will be moved to where the proposed bulb outs are in order to minimize the parking loss.</p> <p>The roadway is being changed from a two-way road to a one-way road, so parking will have to remain on the north side of Woodlawn.</p>

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43	E-mail Question	<p>Snow Removal at the 'Bend' on Wilton</p> <p>I would like to draw your attention to the sidewalk at the bend, or bump on Wilton Crescent across from 'the pipe'</p> <p>During the winter this part of the sidewalk is almost never plowed as the sidewalk plow will not drive between parked cars and wall. Instead the plow drives around it on the road for the majority of passes.</p> <p>When the snowbanks are freshly removed, cars park on the sidewalk up against the wall as the sidewalk is not apparent under the ice, so there is again no passage on the sidewalk. This is also the narrowest point on Wilton Crescent. but parking is permitted at the corner.</p> <p>I could suggest that there be a bulb out instead of a parking spot it would actually widen the passageway at the bend by preventing cars from obstructing it.</p> <p>Irregardless of my suggestion, this portion of the sidewalk needs to be designated more clearly so that it can be properly cleared by the sidewalk plow in the winter, especially as there is no sidewalk on offer across the street.</p> <p>I will point out the Wilton is on a main pedestrian route to the bank street bridge despite its poor sidewalk clearance.</p>	<p>The existing sidewalk will be widened and the bend around the corner will not be as sharp. The sidewalk will have a 150 mm curb, which will help prevent cars parking on it. The roadway will be widened to the minimum 7.0 m standard, which will aid in the snow clearance.</p>
44	E-mail Question	<p>I love the idea of a bike lane and bike racks on Woodlawn. This seems like a step in the direction of making the city as a whole energetically friendly to bikes--something important for so many reasons.</p> <p>I also love the idea of plants and possibly planters on the block--some sort of dedicated greenspace, however small. There is a small piece of city property at the end of our yard (where there is a bench now) that could be turned into a small community garden or parklet.</p> <p>And perhaps most exciting of all is the notion of turning the small strip of Wilton Crescent at the end of Oakland into a grassy area rather than paved street. This would have ripple effects on the neighbourhood as a whole--making it more beautiful, welcoming to residents and visitors alike, and calming traffic to boot.</p>	<p>There is insufficient room on Woodlawn for a bike lane. The project team is looking at installing bike racks on Monk and Wilton Crescent.</p> <p>The installation of planters on the road right-of-way necessitates a legal agreement be executed between the City and the party responsible for the maintenance of the planter's vegetation. As part of the agreement, there is an insurance requirement. To date, no resident, business or association have showed interest in taking responsibility for planters on Woodlawn Avenue.</p> <p>There is insufficient room at the end of Oakland at Wilton Crescent to have a dead end that emergency vehicles can turn around.</p>

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45	E-mail Question	<ol style="list-style-type: none"> 1. We would like to keep the 2-way traffic on Woodlawn for many reasons. The biggest of which is the congestion on Homewood during the winter months. 2. Parking is our biggest concern. We agree that parking should remain the same on Woodlawn: 2 hours. Any opportunity to provide off-street parking should be welcomed. We have an additional area on Woodlawn that could be used if the sidewalks were lowered to accommodate. This is currently used by visiting grandparents and other child care providers on a regular basis. Without access to this area, our child care providers would be congesting the street parking. We have other neighbours who use their front walkways and terraced as additional spaces for parking. This would help relieve on-street parking. **We ask that the placement of the bumpouts considers all potential driveways/parking areas on the street. 3. Traffic calming measures such as bump outs to slow down vehicle speeds and improve safety for all users. A winding street will be more calming than speed bumps or otherwise. 4. Reduced speed limits to 30 km/h or less to encourage safer and more cautious driving. 5. Eliminating sidewalks that prioritize pedestrians and cyclists, with no clear delineation between sidewalks and roads. Bonus is the increased ease of snow removal. 6. Narrower lanes to encourage slower driving speeds and provide more space for pedestrians and cyclists. 7. Public gathering spaces such as benches, seating areas, and street furniture to encourage social interaction and community engagement. We are so close to our retirement community, it would be wonderful to offer spaces for children and the greater community to engage. We have an opportunity to support real community engagement. 8. Landscaping with street trees, plants, and greenery to reduce the heat island effect and improve air quality. Implementing indigenous edible gardens that follow permaculture principles will increase community engagement, beautify the area and reduce the burden of garden management. 9. Sustainable features such as rain gardens and permeable pavement to manage stormwater runoff and improve environmental sustainability. 10. Public art installations and interactive features to enhance the streetscape and create a unique sense of place. 	Noted.
46	E-mail Question	Will the frayed hydro wires also be replaced?	The project team has requested that Hydro and Bell review the wires and remove any that are not required.
47	E-mail Question	Removing only two parking spaces in front of #39 and #37 Woodlawn would have the additional effect of allowing an even larger parkette (play area for street children or community gathering spot?) as well as contributing to our stated goal of traffic calming by introducing a non-linear approach to Ralph Street at the western end of Woodlawn.	The current proposed design includes a larger bulb-out at this area.

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48	E-mail Question	<p>The space between Abbotsford House and the Long Term Care home is an essential walkway for all the neighbours, residents and Abbotsford House members and clients all year round. We are loath to lose parking spaces as some of our folks need to use vehicles to participate. As you know when winter comes, many of the parking spaces are lost to snow build up, we have that issue in our parking lot as well.</p> <p>We, like many local residents love the idea of 'greening' the streets as much as is feasible. We even wonder if making Monk Street one-way permanently and greening and adding benches and bump outs on Monk street and possibly moving the short but well used bike lane to the other side (perhaps making it two way like Glebe Ave between Bronson and Percy)? That would make residents, members, clients of Lord Lansdowne, Abbotsford and the Glebe Centre long-term care home safer, greener and altogether more pleasant.</p> <p>The narrow end of Monk at Wilton is treacherous as a two way street with no sidewalk on the Glebe Centre side near Wilton. Turning onto Monk from Wilton is very narrow and if it were one way both cars, pedestrians and cyclists would be much safer.</p>	<p>Due to traffic circulation, Monk cannot be changed to a one-way street. The intersection of Monk and Wilton will be altered to ensure safe turning movements for vehicles.</p> <p>With the three speed humps on Monk and the raised intersection at Monk and Wilton, traffic should be slowed to the 30 km/hr design speed.</p>
49	E-mail Question	<ul style="list-style-type: none"> • revise the Woodlawn/Wilton lane intersection by adding a parkette/sidewalk extension just as is done at both ends of Woodlawn. Consider a material other than concrete for this extension. There is already a public bench and small piece of grass to draw upon on the south-east corner of this intersection. • enhance mid street narrowings with a material other concrete or consider low or ground level planters. • reconsider the southside crossing at Woodlawn and Monk. The vast majority of pedestrians walk along the north side of Woodlawn (after parking their cars) and cross on the north side of the intersection for a more direct access to Lansdowne through the Glebe Centre pathway. It is understood that a northside crossing would overlap with the Glebe Centre parking exit. A possible solution is to provide a raised Woodlawn-Monk intersection like the one at Monk-Wilton Crescent. In this case, no marked crossing may be needed (there are none at Monk-Wilton lane). 	<p>The design team is looking into a bulb-out at Woodlawn/Wilton Lane Intersection to increase the greened area.</p> <p>The design team is looking at changing the crossing of Woodlawn and Monk to the north side of the intersection if the Hydro support pole can be moved.</p>

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50	E-mail Question	<ul style="list-style-type: none"> 1. Regarding the sewer replacement / lining, how can I tell where my service is connected? I live on the south side of Oakland Ave, so I'm not sure if my service goes to the sewer being replaced in front of the house on Oakland or the sewer being lined behind the house on Wilton Lane (or both?). 2. I agree with the sentiments expressed by many participants at the information session that this is a once-in-a-generation opportunity to make street-level improvements in the community while installing key water and sewer infrastructure. The existing efforts to focus on pedestrians and cyclists are welcome, and I would echo the consistent encouragements to go as far as possible in creating a beautiful, safe, and integrated walkable neighborhood. 3. Please could you clarify why Woodlawn was selected for consideration as a one-way street? I have no objections and I believe it can reduce the cut-through traffic, but I would like to understand why Wilton and Oakland were not considered too. There is very clearly a "right" way to drive around these streets (entering Wilton and proceeding to Oakland) and a "wrong" way (entering Oakland from Monk). Local residents know that the "right" way makes sense - only those unfamiliar with the area or following a GPS take the "wrong" route (e.g., delivery trucks, Uber drivers), and it often leads to congestion problems on the Oakland side in particular. 4. One of the main traffic challenges we face on all of the streets in this project is the danger from cars that speed around the neighborhood looking for parking spots (especially on game days at TD Place). The more that can be done to slow down traffic on these streets, the better. I believe that one-way streets could be helpful as per my previous point, and I would also recommend that you include more in the way of zigzags / road narrowings where possible (and speed bumps if necessary). In my opinion, it would be entirely worthwhile to sacrifice some parking spots in order to slow down traffic and provide a safer environment for pedestrians and cyclists. 	<p>The only home on the south side of Oakland Avenue that has their sanitary service connected to the sewer on Wilton Lane is #20 Oakland Avenue.</p> <p>Due to the large trees near the roadway and the requirement to have 1.8 m sidewalks on either side of the roadway, Woodlawn Avenue was put forward to change the roadway to a one-way road so that the large trees are not impacted.</p> <p>Woodlawn will have road narrowings on either side of the roadway that will require vehicles to "zig zag" around them.</p>
51	E-mail Question	As a safety issue, we'd like to see no parking on Ralph between Tackaberry Lane and Woodlawn because we find this limits visibility when exiting the lane, especially in winter when there's a huge snowbank that pushes parked cars & trucks well into the street.	Ralph Street is not part of this project, however the concern was forwarded to Public Works for their review.