

CP420 Byron Avenue Questions and Answers

Question 1: Has the inclusion of a protected intersection at the Churchill Avenue and Byron Avenue intersection been discussed as part of this project to improve the cycling connectivity through the Byron corridor?

A: The Byron/Churchill intersection is not part of the original scope of this project. A preliminary review of improving the cycling connectivity to Churchill Avenue is being completed, but a change of scope has not been formally agreed upon at this moment.

Question 2: How will the proposed development work at Byron Place impact the proposed reinstatements included in this project?

A: The scope of work for Byron Place is to replace the existing underground infrastructure with any surface works limited to trench reinstatement. This work is required due to the Byron Avenue and Highcroft Avenue sewers which outlet at Churchill Avenue pass through the Byron Place right-of-way.

Question 3: How would someone access the Superstore if they were traveling from one of the side streets on the south side of Byron Avenue? Currently people are crossing at Bevan and utilizing the existing curb depression, but this design would eliminate the curb depression and force the pedestrian to cross the cycle track.

A: Pedestrians wishing to access amenities located on the opposite side of Byron Avenue will be directed to follow their designated infrastructure (cycle tracks for cyclists, and sidewalk for pedestrians) to their closest legal crossing. Crossings are currently available at Churchill Avenue as well as Kirkwood Avenue. To improve the connectivity through this corridor an additional crossing will be provided at the Tweedsmuir Avenue intersection. The crossing at Tweedsmuir Avenue will be a Type C Pedestrian Crossover.

Question 4: Athlone Avenue is a dead-end street with minimal traffic. The street is currently shared by all users with no issues. We do not believe that this street warrants the proposed traffic calming measures. We request that the following information be provided or addressed accordingly:

Q: Would cyclists not be safer with the current wide curb-less road design versus the proposed alternative of a narrow and curbed road?

A: Athlone Avenue is not designated as a cycling route as part of the City of Ottawa's transportation plan and as such cyclists are to share the road with vehicles. The addition of the sidewalk will provide pedestrians with a safe path of travel and provide a clear path of travel for cyclists. The inclusion of traffic calming measures will reduce the speed of traffic and provide cyclists with a safer path of travel while also eliminating on-street interactions with pedestrians and cyclists.

Q: Athlone Avenue is a dead-end street with minimal traffic. We do not believe that this street warrants the proposed traffic calming measures. Can additional information be provided regarding the reasoning behind this proposal.

A: The proposed traffic calming measures for Athlone Avenue are required based on the City of Ottawa Road Safety Action Plan, which was approved by City council on December 4th, 2019. This stipulates that all local streets are to be designed for a 30 km/hr posted speed limit, and as such traffic calming elements are required to ensure that this requirement is met. The exact traffic calming measures to be used on each project are to be determined over the course of the design process. Recognizing that Athlone Avenue is a dead-end street, the project team has met with various project stakeholders to provide measures that we hope address the concerns of the community while also ensuring that the requirements of the Road Safety Action Plan are met.

Q: The residents believe that the addition of sidewalks and curbs will push people off the street and make it primarily used by cars, which would then require the need for traffic calming measures that are not currently required. Are we correct in assuming that the removal of the sidewalk from the design would eliminate the need for the additional traffic calming measures?

A: The removal of the sidewalk from Athlone Avenue would not eliminate the need for traffic calming measures as the City of Ottawa Road Safety Action Plan, which was approved by City council on December 4th, 2019, calls for all streets to be designed for 30 km/hr vehicle speeds. The addition of the sidewalk is required to provide pedestrian connectivity to the community park while eliminating potential interactions between pedestrians and vehicles.

Q: Will the limits of construction required to install the proposed sidewalk and traffic calming measures on Athlone Avenue as well as the loss of natural rainwater penetration have a detrimental impact on the existing trees? As an example, it is apparent that the mature tree at 452 Athlone Avenue (ref tree #229) would likely not survive the extensive excavation required for the raised intersection.

A: Although construction activities do have the potential to have a detrimental impact on existing trees, consultation and assessments are conducted over the course of the design process to minimize all potential impacts. During the preliminary design stage, the fundamental alignments of surface reinstatements have been established, which help to identify conflicts that will need to be resolved over the detailed design stage. To limit the impact of existing mature trees, changes to the location of the street narrowing's, reduction of the sidewalk limits, inclusion of structural soils, or bulb outs are explored. Consultation with the City of Ottawa Forestry Department as well as the Landscape Designer continue over the course of the design.

Regarding the tree referenced at 452 Athlone Avenue, the proposed raised intersection and sidewalk at this location will result in the grade increasing around the tree and therefore provide more coverage over the exposed roots and limit the required excavation around this tree. The preliminary assessment of the impacts of the proposed design at this location indicates that the construction activities at this location would not have a detrimental effect on this tree. Further review and consultations will be conducted, and additional mitigation strategies will be explored should it be determined that the works would have a detrimental effect.

Q: The proposed traffic calming measures will result in the loss of valuable on-street parking and will cause more issues with users than it will address.

A: Efforts have been made to reduce the number of on-street parking spots that will be eliminated due to the proposed design.

Q: The road is currently wide enough to be shared by all users without the negative impact of traffic calming measures and sidewalks.

A: It has been noted that the community prefers the existing configuration where pedestrians share the road with vehicles, however as population density increases it is imperative that separate facilities are provided to minimize interactions between vehicles and pedestrians. Pedestrians are not a measure of traffic calming and the inclusion of shared facilities would promote more interactions between pedestrians and vehicles resulting in a significant safety concern.

Q: It is noted that traffic calming measures are required between Byron Avenue and Wesley Avenue, but it is our belief that the measures provided between Wesley Avenue and the dead-end are excessive.

A: As previously mentioned, these traffic calming measures are based on the requirements provided by the City of Ottawa Road Safety Action Plan has mandated that all streets be designed for 30 km/hr design speeds. We have reviewed the traffic calming measures proposed in the preliminary stage of the design and have worked with various project stakeholders to revise the proposed traffic calming measures to alleviate some of the concerns raised by residents while also ensuring that the requirements of the 30km/hr design speeds are met.

Q: Has consideration been made to making the design more social distance friendly given the current global pandemic and assumption that social distancing requirements will be required for the foreseeable future?

A: It should be noted that based on the estimated construction schedule, no construction activities will be taking place on Athlone Avenue until 2022, with the proposed sidewalk being installed late summer of 2022. We recognize that providing a singular sidewalk does not increase the ability for social distancing but improve the ability to safely maintain social distancing requirements. The current configuration of Athlone Avenue forces pedestrians to use the existing road to travel, and pedestrians would be forced further into the roadway to maintain proper distances. The inclusion of a sidewalk provides pedestrians with a clear and delineated path of travel as well as the ability to safely maintain social distances by stepping to the side into a driveway to let others pass.

Q: I am concerned that the introduction of the sidewalk in front of my property will worsen the ice damming that I am already experiencing where my driveway meets the street.

A: As part of this design assignment, we will be reviewing the road drainage as well as the grading tie-ins for each property. This will ensure that any existing drainage issues are addressed.

Q: Why is the City insistent on designing a dead-end street (Athlone Avenue) to accommodate vehicles rather than designed for pedestrians? There are planning methods that focus on pedestrian use rather than vehicle use.

A: As roadways are inherently designated for traffic use, designating them as shared use with pedestrians provides the opportunity for more vehicle and pedestrian interactions. By providing a sidewalk that is designated for pedestrian use, the potential for these interactions is reduced while also providing pedestrians with a safe pathway that is maintained in winter months. Noting that mindful drivers reduce speeds when pedestrians are present, not all drivers are mindful. Pedestrians are not used as a form of traffic calming as it promotes that potential for interactions between vehicles and pedestrians which would create significant safety concerns.

Q: In our experience, the speed of traffic on this stretch of Athlone Avenue is low and vehicles respect the space of the pedestrians using the road.

A: Although residents may travel through the street at reduced speeds, the same cannot be said for others. This street is a dead-end street, but it is still subject to non-resident vehicles such as delivery vehicles. As the need to order products to your home increases so does the amount of delivery vehicle use on local streets. These delivery drivers are not familiar with the agreements that residents have with pedestrians and are usually in a hurry to complete their deliveries. These traffic calming measures, although they may seem excessive for those that live on the street, are designed to reduce the potential for any interaction between vehicle and pedestrian.

Q: It appears that the proposed sidewalk will impact existing landscaping through the project limits.

A: The location of the sidewalk will be modified as required to mitigate any impacts on mature trees. Should the sidewalk installation impact any landscaping, the landscaping will be reinstated to its original condition following completion of the works.

Q: The proposed traffic calming measures and sidewalk would make the project significantly longer then if the project only included the replacement of the aging underground infrastructure. Residents will find their own driveways inaccessible for years. Removal of these design elements would greatly reduce the construction period.

A: Although it has been noted that this project has an anticipated construction duration of two and a half years, most of the work that will impact the residents of Athlone Avenue will have a duration of one construction season (Early Spring to Late Fall). The inclusion of surface installations such as sidewalks and speed humps do not add significant time to a project of this scope and size. These works are typically completed within the same timeframe as the required road reinstatement, which will be necessary due to the impacts of the underground works. Following the completion of the required underground works, the typical duration for road reinstatement for a road of this size and scope is 2-3 weeks, while installation of the sidewalk would have an anticipated duration of 1 week. Most of this work can occur concurrently and therefore result in minimal increases to the construction schedule.

Q: If many residents do not support the proposed traffic calming measures on Athlone Avenue do, we have any input in the design?

A: We welcome all resident input and will review the recommendations accordingly. As mentioned previously, we do recognize that although traffic calming is required for Athlone Avenue, the extent and measures proposed have been reviewed. We want to ensure that all residents know that they have been heard and that their input has been considered. The goal of this project is to ensure that all residents have a safe, inclusive, and accessible street to enjoy. To ensure that we meet that goal we welcome all input. If there are reasons why we cannot accommodate your proposed change we will be sure to provide the rationale.

Question 5: The current road configuration of Athlone Avenue provides those with limited mobility a clear and level path of travel. The addition of a sidewalk and curb depressions, as well as the reduction of road width will provide reduce accessibility.

A: The current configuration of Athlone Avenue does not provide a designated or protected path of travel for those with limited mobility. The inclusion of a sidewalk will provide a designated and clear path of travel that will be maintained during winter months. Further accessibility reviews will be

conducted on this design to ensure that the proposed sidewalk and associated design changes does improve the accessibility for all residents.

Question 6: The current design shows the removal of a mature tree at 488 Athlone Avenue due to the installation of the proposed sidewalk. We are requesting mitigation strategies be explored to reduce the impact of the inclusion sidewalk on this tree.

A: At the preliminary design stage, the general alignment has been provided for all surface works. As the design progresses conflicts such as the one with the tree at 488 Athlone Avenue are identified and mitigation strategies are implemented. The goal of this design process is to implement all required surface improvements while minimizing any impacts on residents and mature trees. The conflict with this tree has been identified and mitigation strategies have been reviewed. The design changes have eliminated the need to remove this mature tree.

Question 7: With Athlone Avenue being a dead-end street, how will vehicle access be maintained during construction and will driveway access be blocked?

A: Construction activities will be staged so to limit the area effected to one side of the street at a time, thus providing vehicles the ability to travel around the active construction zone. While the entire street will be a construction zone while the underground infrastructure is being replaced, the actual active construction area will be limited to the stretch of open excavation and the excavation equipment required to complete the work. The active construction area will result in rolling closures to driveway access for the period that the pipe installation work is being completed in front of your residence. The timeframe for this closure can be expected to be anywhere from 4 hours to 24 hours depending on the production rates being experienced on a given day. The Contractor will be asked to ensure that all entrances be open, and access maintained prior to leaving site for the weekend. Residents will also be asked to restrict access to their driveways following the completion of the driveway reinstatements to ensure that the driveways have optimal time to set prior to being subjected to vehicle loads.

Question 8: Will access to the pathway through Clare Gardens be disrupted during construction?

A: Due to the location of the proposed water infrastructure that will be installed through Clare Gardens Park, the exiting pathway will be disrupted during construction. Access to Clare Gardens Park will be maintained and a temporary pedestrian pathway will be provided.

Question 9: The plan regarding maintaining pedestrian and cyclist access through construction does not address the requirements for the residents with limited mobility that require wheelchairs.

A: As part of the Contractors Pedestrian Management Plan they will be contractually required to provide a hard surfaced fully accessible pathway that is clean and clear of any debris and clearly delineated from the construction zone to ensure all residents, especially those with limited mobility, are able to freely travel through the work zone.

Question 10: The proposed sidewalk will be installed in my front lawn. Will I be compensated for the land being used to accommodate this sidewalk?

A: All infrastructure is being constructed within the City of Ottawa right-of-way and as such no compensation will be provided.

Question 11: The community would like to receive assurances from the City that the prior to finalizing the projects design, the City will provide the community the ability to see how the comments provided were addressed, and how the design changed to meet the community's needs.

A: In addition to the responses provided above, the City will be updating the project website with the drawings as they become available.

Question 12: Will you be providing a water fountain in Clare Gardens Park?

A: This request was forwarded to the City of Ottawa Parks and Recreation Department. This request would require the installation of a new sewer to accommodate the foundation drain, a new water service from the proposed water main, a building to house the required plumbing, as well as increased labor hours for the regular maintenance and winterizing. It is noted that City of Ottawa policy to install fountains in parks with existing buildings. The buildings are required to house all the associated pumps and plumbing fixtures to accommodate the fountain. As there is currently no

building located in this park, it is likely that the scope of work required to provide a fountain will be too large to accommodate on this project.

Question 13: Will there be any works on the Byron Linear park? Will it be accessible during construction?

A: The works that will be affecting Byron Linear Park will be limited to the connections to the proposed cycle tracks. Access to the park will be maintained through construction, although minor short duration interruptions at the tie in locations may be required.

Question 14: It is our belief that the raised crossings at the side streets will be an issue for wheelchairs.

A: Those traveling on the Byron Avenue sidewalk that will be crossing the side streets will be continuing at the same grade as the sidewalk. This will result in a smoother and more accessible crossing than the typical sidewalk depressions. We recognize that anyone wishing to access the Byron sidewalk from a side street would be required to travel over the raised transition portion of the crosswalk. To alleviate this issue, we will be adding an access ramp on the side streets to ensure anyone with mobility issues can access the sidewalk using an easily navigable access.

Question 15: When will construction on Athlone Avenue begin and be completed? The schedule seems to indicate a staggered construction schedule that would unnecessarily extend the construction on Athlone Avenue.

A: Ultimately the construction schedule will be determined by the Contractor, but given the sequence of works and requirements that will be listed in the contract the following can be assumed:

Spring 2021 to Fall 2021

- Completion of the Byron Avenue underground infrastructure;
- Temporary road reinstatement on Byron Avenue;

Spring 2022 to Fall 2022

- Completion of underground infrastructure on Athlone Avenue and Highcroft Avenue (one crew per street);
- Hydro pole relocation on Byron Avenue;
- Intersection work at Kirkwood Avenue;
- Curb and Sidewalk installation through the project limits;
- Road reinstatement on Athlone Avenue and Highcroft Avenue;
- Road reinstatements on Byron Avenue;

Spring 2023 to Fall 2023

- Top lift road reinstatement through the project limits;
- Landscape reinstatements;

It is assumed that most of the resident impacts on both Athlone Avenue and Highcroft Avenue will take place during the 2022 construction season (Spring to Late Fall).

Question 16: The watermain on Athlone will be going through the largest garden in Clare Gardens Park. Can the Volunteer Gardeners of Clare Gardens Park with the construction team to move our plants to a holding area so we can reconstruct the garden when construction is completed?

A: We applaud the efforts being made by the Volunteer Gardeners to ensure that Clare Gardens Park is a beautiful environment for all visitors and will be sure to coordinate the transplanting of the plants with the volunteers. Please note that this will likely not be required until Spring 2022, but we will be sure to start the coordination process once the Contract has been awarded.

Question 17: Can you please coordinate the placement of the proposed trees in Clare Gardens Park with the community. It is our experience that the proposed locations tend to be in fields that are popular for sports and active play.

A: We have informed our Landscape Designer of the above for their consideration when proposing the placement of the trees and will ensure that coordination with the community is completed prior to final placement occurs.

Question 18: There is a chance that we have lead pipe water service. The City will only be replacing the portion of pipes up to the City property line. While there is a City program available to subsidize the cost of replacing the remainder of the pipe portion on private property, the City has not indicated if/how residents will be informed as to whether the pipes are lead, the estimated cost for replacement and if we are coordinate the work ourselves of an

independent contractor and if this coordination is required during the City construction work. Can the city provide clarification to these concerns?

A: Coordination of water service replacement work on private property is to be completed by the resident and an independent Contractor of their choosing. Please reference the following link which provides residents with guidance on determining whether they have a lead water service.

<https://ottawa.ca/en/living-ottawa/drinking-water-stormwater-and-wastewater/drinking-water/drinking-water-programs/lead-pipe-replacement-program>

Question 19: The home at 484 Athlone is scheduled for demolition and construction of a semi-detached starting in Spring 2021. The number of vehicles and interruption to our access in/out of our street will be further amplified by this work. How will the city coordinate the permits and construction for this private construction project alongside the street reconstruction to reduce the impact on our street access and on street parking availability during the 2.5 year construction period?

A: It is assumed that the construction impacts on Athlone Avenue will be limited during the 2022 construction season and thus limit any impact on active private construction projects on Athlone Avenue. It will be the responsibility of the private Contractor to coordinate with the City's Contractor should there be any requirements (delivery of large materials, crane requirements, work being completed within the City of Ottawa right-of-way) that could result in a lack of time or space between the two active construction zones.

Question 20: The proposed cycling connectivity and the use of 'sharrows' to connect the proposed cycle track to Churchill Avenue is inadequate. Has consideration been given to extending the cycling facilities to Churchill Avenue?

A: The section of Byron Avenue from the termination of the proposed cycle track to the Churchill Avenue intersection is not included in the original scope of the project. A review of the connectivity is on-going with the potential for the connectivity to be improved as part of this project.

Question 21: The inclusion of raised crosswalks is a great improvement to the existing facilities. Please ensure that consideration is given to the slope and pavement markings to ensure that motorists are aware that they are entering a pedestrian right-of-way.

A: The crosswalk slopes and pavement markings will be designed to the current standards and will be reviewed in detail to ensure that they meet the accessibility and safety requirements for all pedestrians and motorists.

Question 22: All proposed cycle tracks should be designed to the recommended width of 2.1m as per the Transportation Association of Canada (2017). Should this width not be permissible due to unavoidable space constraints, justification should be provided.

A: The current Transportation Association of Canada (TAC) standards are used in establishing the design criteria for all transportation elements of the project. Justification for any deviations from the standards are provided through the development of the projects design. As per TAC, the recommended range for the width of a cycle track is from 1.8m to 2.1m. The lower limit of 1.8m was used for this project due to the property line constraint on the south side of Byron Avenue, and the mature trees located on the north side.

Question 23: Is it possible to include a raised crosswalk crossing Byron Avenue at both Evered Avenue and Athlone Avenue to increase connectivity and improve safety?

A: Such crossings would require the design and installation of pedestrian cross-over flashing lights and signs to ensure vehicles are aware that pedestrians/cyclists are about to enter the crossing. These locations do not warrant such a crossing as stop-controlled crossings are already provided at Churchill and Kirkwood, and a pedestrian cross-over is being installed at Tweedsmuir as part of this design.

Question 24: Is it possible to eliminate concrete curbs in the transition areas between cycle track and the roadway to provide cyclists and maintenance vehicles with a smooth transition?

A: We will evaluate this request as the design progresses and will look at the best means of achieving a smooth transition for cyclists and maintenance vehicles. It is worth noting that there would likely be an asphalt joint at this location regardless of the presence of a curb due to the road building activities and the cycling facilities being completed at different phases of the project with different material requirements.

Question 25: Is it possible to decrease the proposed vehicle lane widths to provide additional space to accommodate a 2.1m cycle track?

A: The lane widths that are proposed for this project are based on the design elements of this project and represent the widths required based on the design speed of the roadway.