

Grove Avenue & Grosvenor Avenue Integrated Road Project

Online Public Information Session
(July 17 to July 31, 2020)

Welcome

Welcome to the Online Public Information Session for the Grove Avenue and Grosvenor Avenue Integrated Road Project.

The City has a proactive communications approach. The project team will update you on the project using different methods to communicate including letters and posting information on Ottawa.ca.

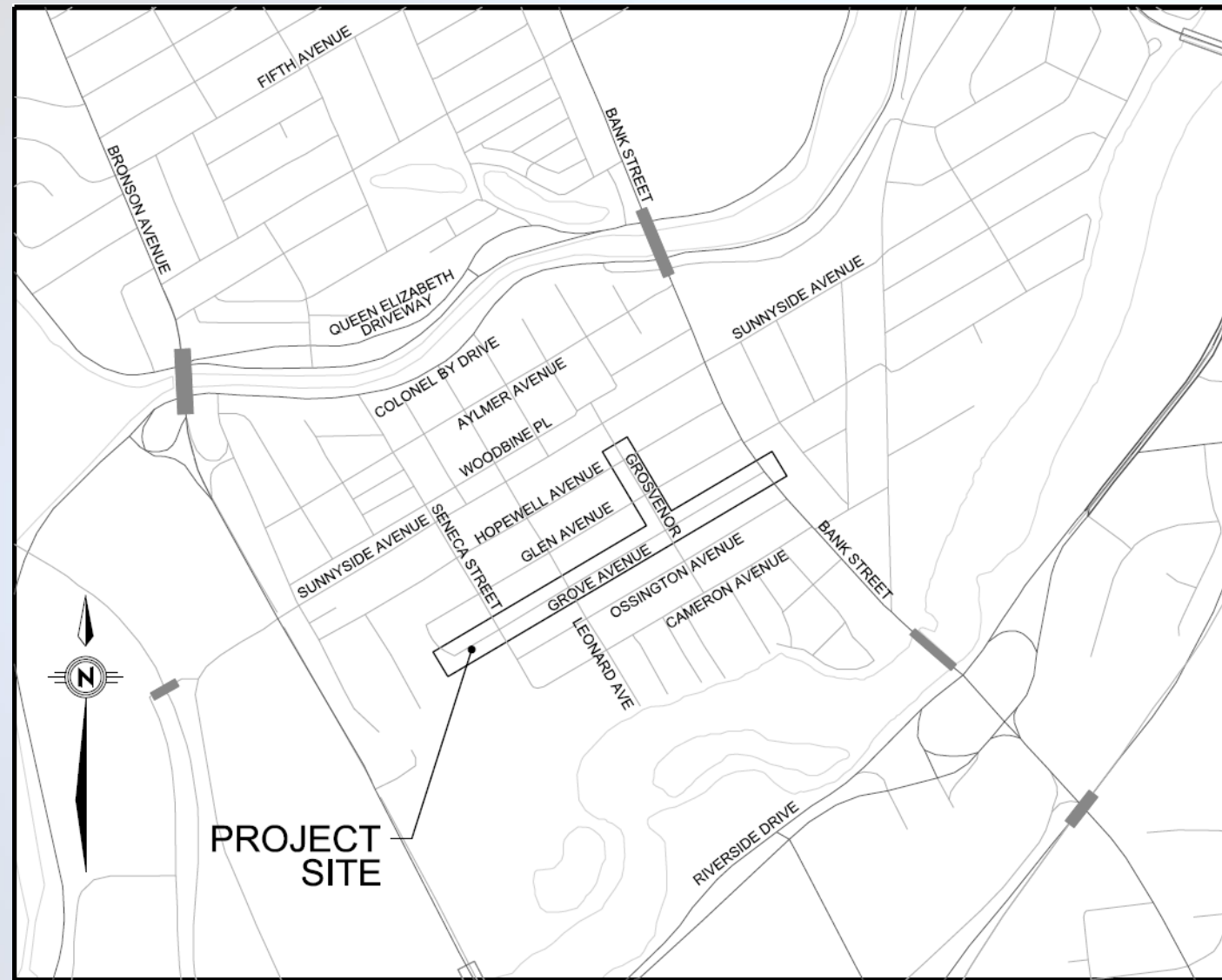
The purpose of this Online Public Information Session is to present the preliminary design, receive feedback, identify the next steps in this process, and inform residents of the future construction activities.

Please review the information presented and **provide your comments by phone or email**, as noted on the last page of this document, **by July 31, 2020**.

Project Limits

- Grove Avenue (Glen Avenue to Bank Street)
- Grosvenor Avenue (Hopewell Avenue to Grove Avenue)

Please refer to design drawings for additional details



Background Information

- Existing unlined cast iron watermain was built between 1913 and 1920 and requires replacement due to its age. Frozen services have also been reported in the area.
- Existing sanitary sewers were built between 1943 and 1950 (originally combined sewers). They are approaching the end of their life cycle and require replacement and resizing.
- Existing storm sewers were built between 1974 and 1977 when the former combined sewer was converted to a sanitary sewer. It is still in good condition and will be protected during construction.
- Grove Avenue (west of Seneca Street) has a “rural cross section” without concrete curbs or sidewalks and is narrow for a two-way roadway with parking.
- Grove Avenue (Seneca Street to Bank Street) is a wide one-way, eastbound roadway with an OC Transpo bus route and sidewalks on both sides. Parking is permitted on the south side of the roadway.
- Grosvenor Avenue (Hopewell Avenue to Grove Avenue) is a wide two-way roadway with sidewalks on both sides. Parking is permitted on the west side of the roadway.

Project Overview

The City is replacing the existing sanitary and watermain infrastructure in the area and upgrading the roadway to include traffic calming measures:

- Replacement of sections of the existing watermain and sanitary sewers to accommodate level of service requirements in the area.
 - Watermain will be replaced throughout, with the exception of Grove Avenue west of Seneca Street;
 - Sanitary sewer to be replaced throughout, with the exception of Grove Avenue west of Seneca Street and between Leonard Avenue and Grosvenor Avenue, as it is in good condition;
 - The storm sewer is in good condition and will be protected during construction.
- Water and sanitary service laterals will be replaced to City property line in areas where the watermain and sanitary sewer are being replaced.
- Full road reconstruction, including installation of new wider concrete sidewalks, and traffic calming measures.
- Improve public safety with the installation of traffic calming measures, including: narrowed roadways, intersection narrowing, raised intersections, raised pedestrian crosswalks, speed tables throughout and a single speed hump on Grove Avenue west of Seneca Street.

Changes To Existing Conditions

- The two-way portion of Grove Avenue west of Seneca Street will be widened to eight (8) metres to meet current City standards. No curbs or sidewalks are proposed.
- On Grove Avenue (east of Seneca Street) and on Grosvenor Avenue (Hopewell Avenue to Grove Avenue), part of the traffic calming measures will result in modified road widths to promote slower traffic speeds. The road narrowing will provide the opportunity to widen the existing sidewalks, while reducing impact to adjacent properties.
 - Grove Avenue is proposed to be narrowed to 6.5 metres (parking will remain on the south side), and sidewalks widened to two (2) metres.
 - Grosvenor Avenue is proposed to be narrowed to nine (9) metres, and sidewalks widened to 1.8 metres. The roadway will consist of a 4.5 metre wide southbound lane with cycle sharrows, three (3) metre wide northbound lane and 1.5 metre wide northbound cycle lane.
- Intersections will be narrowed and raised to promote slower traffic speeds and pedestrian safety, and speed tables/humps and a raised pedestrian crossing (at Bank Street) are proposed. As parking is not currently permitted within nine (9) metres of intersections (City Parking By-Law), it is not anticipated that the intersection narrowings will result in any loss of legal parking spaces.

Traffic Management During Construction

- Throughout construction there will be temporary disruptions to traffic flow; however, local traffic access will be maintained. At times, Grove Avenue will be converted to a temporary two-way road to allow for resident access when construction is blocking the roadway.
- Road closures with local traffic access will be required throughout construction on Grove Avenue, and Grosvenor Avenue. A detour plan will be prepared as part of the detailed design.
- Short term driveway access restrictions will be temporarily 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.
- To allow the work to be completed in a timely manner, on-street parking may be prohibited during the construction period in specific areas. During these times, parking will be permitted in other areas of the project and on side streets. Signs will be placed 24 hours in advance indicating any parking prohibition.

Pedestrians, Cyclists and Public Transportation

- Accessibility is an important consideration for the City and will make every effort to provide access through and around the construction zone. Pedestrian access to homes and Brewer Park will be maintained at all times. Please contact the project team if you require special accommodations during construction.
- Cycling access is an important consideration for the City. At times cyclists may be required to be detoured around construction or they may have to dismount and walk. Cyclist accommodation will be analyzed further in the coming months.
- Due to the nature of the planned construction, OC Transpo Route No. 7 will require a temporary detour for the duration of construction. In consultation with OC Transpo, the project team is expected to plan the detour route.

Lead Pipe Replacement

Given the maturity of the area, it is possible that you have a lead pipe water service. As part of this project, all residential water services will be replaced to the City property line (with the exception of Grove Avenue west of Seneca Street), but will not extend the new service onto private property. More details will be provided when construction begins.

Any replacement of services on private property is the responsibility of the homeowner to coordinate with an independent contractor. A City of Ottawa program is available to help subsidize the cost of replacing your lead service. Additional information on the Lead Pipe Replacement Program can be found at the link below:

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

Next Steps

- The project team will compile comments from this Online Public Information Session and post a summary on ottawa.ca/groveavenue without posting personal information.
- In collaboration with our partners in Forestry Services, the project team will identify risks and protection measures for existing trees and vegetation. Details on the findings will be part of the next information session as part of the final design
- Finalize the design drawings in late 2020
- Another Information Session will be held in late 2020 to present the final design and anticipated construction disruptions
- The construction contract is expected to be tendered in spring 2021
- Construction is expected to start in one to two years, pending approvals including budget and overall construction coordination. The timing for the project will be confirmed closer to construction.

Thank you

Thank you for reviewing the project's information boards. We encourage and welcome your feedback on the preliminary design.

Please email your comments to the address shown below by **Friday, July 31, 2020**.

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