

This letter was sent to Bayswater residents via email on Nov. 5, 2013

Dear Bayswater Residents,

Recently, many of you received a notice at your door about the classification of Bayswater Avenue.

This notice did not come from my office or anyone at the City of Ottawa.

It is true that the City is considering the classification of Bayswater Avenue. No decision has been made and hearing from you is the most important part of this consideration.

But it is important that we know the facts when considering this:

It is **not true** that this would result in a wider street with more lanes.

It is **not true** that this would mean a higher speed limit.

It is **not true** that this would mean that the City would actively direct traffic to it.

It is **not true** that it would mean more truck traffic. It is not a truck route and will not be.

No collectors in Kitchissippi are truck routes.

It is **not true** that it would mean a bus route would be added to the street.

It is **true** that Bayswater Avenue is a collector north of Gladstone Avenue.

It is **true** that many attractive residential streets are classified as collectors, such as Fifth Avenue, Dovercourt Avenue, and Sherwood Drive.

This consideration is part of the Public Realm and Mobility Study for the Carling-Preston Community Design Plan.

As intensification occurs in the vicinity of the Carling station, as the area becomes more mixed-use and as parking supply rates for new developments are reduced, the percentage of travel by walking, cycling and transit will increase. The emphasis is to provide meaningful measures to increase the transit, bicycle and walking system capacity within the study area.

The study area's streets play varying roles in accommodating the motorized vehicle travel demands and requirements. Recognizing their existing condition as connecting through the broader community, consideration is being given to the reclassification of a number of streets, including Bayswater south of Gladstone to a collector.

Bayswater north of Gladstone is already designated a collector. South of Gladstone, compared to its adjacent local streets, it carries higher traffic volumes which are expected to increase with planned

intensification within the Preston-Carling area. Its south terminus is at Sherwood adjacent to the signalized carling/Sherwood intersection. Because of its connectivity to arterial roads at its north and south ends Bayswater will likely function as a collector, as it likely does today, without any physical changes whatsoever.

At this stage of the process, a whole spectrum of possibilities are being put on the table for discussion. In the opinion of the project consultants, the merits of designating Bayswater as a collector should be examined in consultation with the community and all stakeholders as a starting point to facilitate minimizing the traffic impact on adjacent local streets as the area intensifies.

No decision has been made on this classification, but regardless of how it is classified, it will remain a residential street and this would have no bearing on the permitted land uses on Bayswater.

I will not support any increase in any speed limit on any street.

I will not support actively directing traffic into a residential neighbourhood.

I will not support making Bayswater a truck route.

I will not support making Bayswater a bus route.

I will not support widening Bayswater.

I look forward to hearing from you as we move through this process, and would ask that you share this email with your neighbours.

Thanks,

Katherine

Andrew Hickey

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