

CP000709: Integrated Renewal of Breezehill Avenue North, Public inquiries (November 28, 2023)

COMMENT #	SOURCE	ISSUE / REQUEST	RESPONSE
1	Public Information Session	Traffic calming to 20km/hr in school zone. Any way to reduce sidewalk rollercoaster would be good. Speed hump and cycling? New trees? Greenery for traffic calming (bulb-outs, bioswales). Raised intersection and extended curb at Somerset Street W intersection.	Proposed traffic calming measures on Breezehill Avenue N are in accordance with the City's 30km/h traffic calming policy (speed humps, curb extensions, raised intersection at Laurel Street and raised crossing at Gladstone Avenue). The ramp style vehicle access crossing at driveway cannot be implemented at this site given the steep grade between Gladstone Avenue and Laurel Street. New trees will be proposed where suitable. Greenery within curb extensions could be considered at the next stage of the design but are not anticipated given their narrow width. The intersection of Somerset Street W is outside the scope of this assignment.
2	Public Information Session	<p>Thank you for the presentation on November 28, 2023, your diagrams and info were very informative and well done. The question I had asked you was: Why is Breezehill Avenue North (Gladstone Avenue to the Queensway) not part of this project?</p> <p>I would have thought it would make sense that Breezehill Avenue North would be done at the same time, as the pipes are surely just as old as the other side of Gladstone Avenue. Is there anything I can do to have Gladstone Avenue to the Queensway part of this project?</p> <p>If the work will not be done at the same time when would they do this part of Breezehill Avenue (Gladstone Avenue to the Queensway)?</p>	The watermain, storm, and sanitary sewers were replaced in 2003. A section of local storm sewer was also replaced in 2010. As such, this portion of Breezehill Avenue N is not scheduled for an integrated renewal.
3	Public Information Session	<p>Thank you for hosting a successful Public Information Session for the Breezehill Avenue North renewal project. I was pleased to see that finished results will improve walkability and discourage speeding. We really need that eastern sidewalk extension along the Banknote Company property. I am also pleased to see the road grade changes, the curb bump-out redesign as well as the designated hydrants.</p> <p>My only concern is that this project adds to the very busy, overlapping developments in the area. This year alone, there were 6 major construction projects within 150 metres from my residence on Breezehill Avenue. Most of these will be ongoing (some for years) with new developments planned to start soon.</p> <p>This summer's construction resulted in 2 local gas leaks, a Hydro outage, a street closure outside the communicated timelines, limited sidewalk accessibility that was poor to none, 6 days of 24-hour nonstop construction (causing many sleepless nights) as well as daytime noise violations which ended up disrupting class times at Devonshire School. Community watch dogs also recorded many construction vehicle safety violations during student commute times.</p> <p>After a tough year, I am hopeful that the designated team for the Breezehill Avenue N renewal project will demonstrate much better technical review and oversight, and will work in tandem with the various construction planners in the neighbourhood to ensure that public safety is paramount and there is minimal disruption for students and residents alike.</p>	Construction is scheduled for the 2025 construction season. A key part of the City's consultant's and constructor's mandate throughout the design and construction stages is to ensure minimized disruption to local residents. This includes appropriate planning for detour routes for vehicles, pedestrians and cyclists including notices to residents where applicable for interruptions of specific utilities etc. This also includes methods to minimize dust, noise and vibrations. It should also be noted that safety is paramount at a City of Ottawa construction site as such measures will be undertaken during construction to ensure safety at all times for all. It should however be noted that this project remains a complete road rehabilitation as such some disruptions should be anticipated throughout construction.
4	Public Information Session	The construction already in front of Devonshire school is already creating dangerous situations for our neighborhood and kids. If this work can wait or the ongoing development of the Claridge building should wait. It's too much all at once with too many safety risks for our kids How will access to the school be secured. What emergency measures will be in place if say there is a gas line leak like what happened on Elm Street and required evacuation of the street. How will you evacuate a school? Where will the kids be evacuated to and how can you orchestrate an evacuation with already many heavy vehicles blocking the roads and passages in front of Devonshire School. This is too much.	Construction is scheduled for the 2025 construction season at which point the construction on Laurel Street and Loretta Avenue will be completed and construction with the Claridge development will be well coordinated. A key part of the City's consultant's and constructor's mandate throughout the design and construction stages is to ensure minimized disruption to local residents. This includes appropriate planning for detour routes for vehicles, pedestrians and cyclists including notices to residents where applicable for interruptions of specific utilities etc. This also includes methods to minimize dust, noise and vibrations. It should also be noted that safety is paramount at a City of Ottawa construction site as such measures will be undertaken during construction to ensure safety at all times for all.

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5	Public Information Session	<p>I have lived on Breezehill Avenue North for 15 years. I have been paying for an on-street parking permit to park my vehicle in front of my house on the east side of Breezehill Avenue. It is always busy, there are not always spots available. I do not agree with the design plan of reducing on street parking by 14 spots. The city is increasing the density and population in the neighbourhood. With the new developments at Breezehill Avenue and Somerset Street, as well as all of the developments at Corso Italia, there will be an increased demand for on-street parking. I do not agree with the street narrowing at 135 and 158. This is pointless, and only reduces parking. Please reconsider the options. Traffic can be calmed in other ways. Take Riverdale Drive for example where there is parking on both sides of the street, and a residential limit of 30 km/h, with speed bumps. The big sidewalk bulges being proposed only reduce parking. There would otherwise be vehicles parked there which serve the same purpose. For the past 15 years, drivers have been using Breezehill Avenue to avoid the traffic lights at Bayswater/Gladstone.</p> <p>Traffic calming is very important. I have young children, who walk to Devonshire School. It is a harrowing experience every day. Cars are hitting 60+ km/h in the middle of the block. I understand the importance of sustainability, walkable cities, public transit, etc. But this is my home too, and I paid for it with a construction job and a pickup truck. I need a place to park.</p>	<p>Proposed traffic calming measures on Breezehill Avenue are in accordance with the City's 30km/h traffic calming policy. The majority of the parking spaces being removed are between Somerset Street and Laurel Street which should have a minimal impact on parking availability between Laurel Street and Gladstone Avenue. The City will nevertheless reconsider this request in the next phase of the design.</p>
6	Public Information Session	<p>The high-rise at 1040 Somerset Street may not be completed by the time the final road reconstruction is done. Claridge also proposes to immediately begin redeveloping 1050 Somerset after 1040 is completed or perhaps before. They tell us they will be there for the next 10 years. Both of these will impact the road on Breezehill Avenue. What measures will you take to stop them from immediately cutting the road and digging it up?</p>	<p>Coordination with the project team and the Claridge development at 1040 Somerset Street is underway. The work for both projects will be coordinated to minimize disruption to residents and to ensure the construction is coordinated between the City and the development. As far as the future 1050 Somerset Street development, the review and approval process for development applications is completed through the City's Development Review Branch. Coordination and approval of construction within the right of way is completed through the City's Right of Way Branch. City procedures will be followed regarding road cuts and development approvals.</p>

Note: Comments with personal information or specific addresses have been removed for privacy.