

**Viscount Avenue, Harrold Place and Veteran Avenue integrated renewal
Public information session #2 (February 11 to March 10, 2025)**

Comments/Responses

	Summary of comment	Response
1	I do not want parking on the north side of Viscount Avenue from 33 to 57 Viscount Avenue. This is a blind curve and the curve prevents cars driving from seeing people, cyclists, and other cars on the road. For safety this section needs to be free from parked cars.	No parking/stopping is permitted on the north side of Viscount Avenue from 41 Viscount Avenue to Carling Avenue.
2	Will I be able to work from home or will it be too noisy?	The City cannot comment on how individual properties or rooms within a house are insulated from noise, but construction activities related to the scope of work being performed can be noisy operations. Noise levels will be highest when work is occurring immediately adjacent to the property.
3	Regarding traffic calming, a lot of people use street parking and many even share driveways. Why narrow street and lose parking when parked cars would do same effect.	Parking restrictions on one side of the road is required as the proposed 8.5m road width, to support the widened sidewalks to current City standards, as well as the resulting roadway width reduction to meet the City's 30km/h design standard, cannot facilitate parking on both sides.
4	Is it City policy to have a certain sidewalk width?	Yes. The City standard width for new sidewalks is 2.0m (1.8m minimum).
5	Don't design wider sidewalks if snowplows are not going to clear it.	The widened sidewalks will be winter maintained.
6	Neighbour has 4 cars (2 parked on street) with less parking has to walk further. This is also going to be a problem for their home care.	Should residents require accommodations during construction for home care or other home visit services, please inform the City Project Manager and Contract Administrator – contact information will be provided on a Preconstruction Notice delivered to all residents prior to construction.
7	Many workers at the Royal Ottawa Hospital use this neighborhood to park due to their lack of parking. Residents already do not have enough parking partly due to this.	Parking restrictions on one side of the road is required as the proposed 8.5m road width, to support the widened sidewalks to current City standards, as well as the resulting roadway width reduction to meet the City's 30km/h design standard, cannot facilitate parking on both sides. Bylaw enforcement of the parking restrictions will be required.
8	Not happy with Merivale Road and Carling Avenue past project... issues with angles of sidewalk tossing wheelchair user into street. Also issues with that contractor.	Accessibility during construction is of key importance to the City and will regularly be monitored and assessed during construction.
9	Gentleman at back said he is happy with a wider sidewalk.	Comment noted.
10	How long will we be on temporary water and what is the impact to our water system?	Temporary water will be required when the existing watermains are taken out of service. Water quality is tested and will meet the City's drinking water quality standards. Regarding timing and durations of the temporary water, the City does not dictate methodology to the contractor, but it can be expected that every residence will be on temporary water for a minimum of one construction season (typically May to November).
11	I am getting home renovations done... should I wait?	Private renovations can occur provided that there is no impact to the City right of way.

12	Why just one Harrold Place intersection is different from other?	With the tapering distances that are required on the approaches to the raised intersections, the locations of the intersections are too close to each other to provide raised intersections at both locations.
13	Crossing from Viscount Avenue to Merivale Road is dangerous. The city should install a speed hump/ speed table at this crossing as part of this project.	The painted and signed pedestrian crossover (PXO) will be reinstated following construction. Traffic calming measures for the flow through lane on Merivale Road is outside the scope of this project. However, the separate Merivale Road project is aware of the issue and will be designing traffic calming measures accordingly. The design of traffic calming measures including speed humps has been completed to meet City Council's approved Strategic Road Safety Action Plan that recommends when reconstruction occurs on local residential streets, that they be designed for a 30 km/h operating speed.
14	Is my property line 16 feet from the curb?	The individual property line locations vary. Residents can refer to GeoOttawa webpage to view the approximate property line location.
15	I don't understand the one-way traffic on Harrold Place. Speed humps are not required. How will snowplows manage?	Due to widening of the sidewalks to meet the City design standard, the proposed road width cannot support two-way traffic. The speed humps are proposed to meet the City's 30km/h design standard. City operations have gained experience with snow removal operations at speed humps.
16	Will the Anna-Crown Project overlap with this project? Will this cause accessibility issues?	The Anna-Crown project is currently targeted to begin construction in spring 2026, subject to budget. While the project is occurring on neighbouring streets, the project team does not expect any accessibility, scheduling or coordination challenges between the two City of Ottawa projects.
17	Will construction damage my driveway?	Construction activities are mostly limited within the right of way, but may result in damage or excavations within driveways. Driveways damaged or removed during construction will be reinstated to preconstruction conditions.
18	If one tree is removed, are two trees planted? Can the community have a say in what type of trees are planted?	The contract will include quantities for the planting of a variety of native tree species, including but not necessarily limited to Red maple, Bur oak, White oak, Honey locust, Northern hackberry, and Black walnut. All removed trees will be replaced, and additional trees will be planted within the Harrold Place greenspace, and elsewhere through the project limits where space permits.
19	If my tree dies after construction, am I covered?	The contractor's works are subject to a 2 year warranty period. If a tree, or other damage, is noted during construction or warranty period, the homeowner is advised to contact the City Project Manager and Contractor to begin the claim process.
20	I attended the public information session last night and spoke to you (Christine) briefly about the irrigation system at my residence. Just want to ensure it's flagged when construction begins.	Comment noted. Residents are urged to contact the City Project Manager and Contract Administrator if they have private irrigations systems – contact information will be provided on a Preconstruction Notice delivered to all residents prior to construction.
21	I propose for the two new extended park spaces on Harrold Place. They be landscaped with native wildflower to create two meadows. With a grass path connecting the circle and the park. This would create a very beautiful and interesting feature for the neighbourhood.	City of Ottawa Parks Maintenance does not currently have the resources to maintain wildflowers. In addition, this particular location is not a suitable for such plants as they are likely to be damaged by snow storage needs in the winter and road salt.

22	Speed humps or a raised intersection at needed on Veteran Avenue at the Harrold Place crossings to slow cars and keep kids safe.	A raised intersection is proposed at the southern Harrold Place-Veteran Avenue intersection, and a raised pedestrian crossing is proposed at the western leg of the northern Harrold Place-Veteran Avenue intersection. No raised pedestrian crossing is proposed at the eastern leg as this is stop controlled.
23	Safe bike infrastructure should be a priority for all street updates, on Veteran Avenue and Admiral Avenue as they are part of common bike routes across the neighborhood.	Dedicated cycling facilities are typically not warranted on local, residential streets.
24	Will city trees be included on the grassy circles on both ends of Harrold Place? They should be!	Yes. Trees will be planted within the Harrold Place greenspace, and elsewhere through the project limits where space permits.
25	Thanks for the presentation! It was great. We're very excited about the traffic calming measures. We really want our whole neighbourhood to be 30 km/h so our kids can safely play, bike, and walk to school. We would love to see another speed bump added to Veteran Avenue. It's a very straight road that people take really fast and we're not sure one raised crossing is enough to slow them down.	A speed hump is proposed on Veteran Avenue, approximately 35 metres south of Viscount Avenue. The raised intersection is 50 metres south of the speed hump, and raised pedestrian crossing at Crerar Avenue approximately 50 metres south of the raised intersection. There are also intersection narrowings proposed on Veteran Avenue at Viscount Avenue, Harrold Place North & South, and Crerar Avenue.
26	We'd also like to see some more creative gardening on the ovals at the two ends of Harrold Place. We like the idea of more trees and wondered if they could be more than just trees and grass. Bee friendly wild flowers and grasses could liven up those spaces.	City of Ottawa Parks Maintenance does not currently have the resources to maintain wildflowers. In addition, this particular location is not a suitable for such plants as they are likely to be damaged by snow storage needs in the winter and road salt.
27	As our neighbour mentioned at the information session, we're also wondering why only 3 out 4 Harrold Place/Veteran Avenue crossing are raised crossing. We'd love to see them all raised. We know the crossing across the Merivale Road slip way is out of scope but anything that can be done, even in a temporary manner, would be good to make that crossing less dangerous. Thanks again for all your work!	Comments noted regarding Merivale Road traffic calming measures; those will be forwarded to the Merivale Road project team. No raised pedestrian crossing is proposed at the eastern leg as this is stop controlled. The painted and signed pedestrian crossover (PXO) will be reinstated following construction.
28	Parking will decrease on Viscount and Veteran avenues with a natural progression of vehicles to Harrold Place - where there are already a number of regular Royal Ottawa Hospital vehicles parked. This seems to be a case of moving a problem from 2 streets to another adjacent street Harrold Place. What can be done to mitigate the problem	Parking restrictions on Viscount and Veteran avenues are required due to the roadway narrowing to support the widened sidewalks to current City standards, as well as the City's 30km/h design standard: parking on both sides of the street cannot be facilitated. By-law enforcement of the parking restrictions will be required.
29	With the closure of the actual street that runs between the Harrold Place green spaces we would like to see a paved path for children, bikes and pedestrians. I am also hoping to see trees	Trees will be planted in the greenspace. The City's pedestrian and cycling plans do not call for pathways within the green spaces at either end of Harrold Place, however, this location has been added to the Park Request list for 2025, which will be reviewed should future funds become available.

	planted in the 2 smaller green spaces that are to be joined up with the larger ones	
30	Wider sidewalks, one way direction, speed bumps and a 30km speed limit are great on Harrold Place as well as traffic calming measures on Viscount and Veteran avenues. We are just disappointed to see the roughly 2 1/2 year time line for implementation	Comment noted. The expected timeline for construction is based on typical construction schedules in Ottawa based on similar scope of work, and with our construction season limitations due to weather. The contractor may propose an alternative schedule that will expedite the completion date.
31	I understand the goal is increased safety. We can accomplish this without making the streets narrower. Narrow streets will make it difficult for families with young ones to cycle on the street as there is a greater risk of getting doored or competing with cars for space. To increase safety, use speed bumps and/or other tactics. Do we have stats on the accident rate on Viscount Avenue so we may compare that after the road is narrowed?	<p>The design of traffic calming measures, including speed humps and a roadway narrowing as a result of widened sidewalks, has been completed to meet City Council's approved Strategic Road Safety Action Plan that recommends when reconstruction occurs on local residential streets, that they be designed for a 30 km/h operating speed.</p> <p>The design team is aware of 10 vehicular collisions from 2013 to 2022 along Viscount Avenue, Harrold Place and Veteran Avenue, including at the Carling Avenue/Viscount Avenue and Merivale Road/Viscount Avenue intersections. Residents can review additional information on the Open Ottawa webpage at https://open.ottawa.ca/.</p>
32	Reduction of parking spots does not make sense as we are allowing new builds without parking spots. More population with the current number of parking spots will reduce the availability of parking and encourage public transportation which I believe is a goal. Also, driveway parking is limited as we share driveways. I understand we will lose some due to curb bump outs but how does this improve safety?	The proposed horizontal traffic calming measures, such as bulb outs and curb extensions at intersections, are proposed to design the roadway to meet the 30km/h operating speed objective of the City's Road Safety Action Plan.
33	I may not be speaking to this one correctly but where Viscount Avenue meets Carling Avenue I think is currently no parking, which allows those with handicap cards to park there. By changing this to no stopping, people with handicap cards/stickers/plates will not be able to park there - this is ableism and does nothing to increase safety on Viscount Avenue. Thank you.	Stopping cannot be accommodated in this section of Viscount Avenue due to the narrow right of way widths and proximity to Carling Avenue and the hospital.
34	Speed humps on Viscount Avenue should be replaced by a raised intersection at Veteran Avenue with a potential pedestrian crossover (PXO). Raised intersections slow speeds at the most dangerous locations and would still support speed reductions on the street. A PXO would also support pedestrian safety at the intersection. Viscount and Veteran avenues should also be narrowed to 7.5 metres to support slow-flow conditions and the 30km/h operating goal. More trees should be planted in the traffic island on Viscount Avenue.	A review of a potential implementation of a PXO at Viscount and Veteran avenues was completed, however, it was not recommended as it did not meet traffic volume warrants. Vegetation planting at the Viscount Avenue traffic island will be explored keeping in mind underground infrastructure, proximity to curbs and snow removal, and traffic sight lines.

35	For all streets, please consider planting trees in the boulevards (where proposed) and planting more trees behind the sidewalks, where property owners are supportive. Additional trees should also be considered throughout the centre island on Harrold Place. Consider narrowing Harrold Place to 6 metres (especially as it is being converted to one-way, 6 metres is more than enough space for parking and a traffic lane). Speed humps also seem unnecessary on Harrold Place, due to the dead-end and tight curves.	Trees will be planted throughout the project limits where space permits, as well as within the greenspaces along Harrold Place. Speed humps along Harrold Place, west of Veteran Avenue, are proposed for safety of park patrons and pedestrian crossings.
36	Continuous sidewalks should be used through intersections for the side streets (specifically for Viscount Avenue at Merivale Road and Carling Avenue). Please consider a raised crossing for the pedestrian crossover (PXO) on Merivale Road.	Raised concrete crosswalks are proposed at the Viscount Avenue-Carling Avenue intersection. Traffic calming measures for the flow through lane on Merivale Road is outside the scope of this project. However, the separate Merivale Road project is aware of the issue and will be designing traffic calming measures accordingly. The painted and signed PXO will be reinstated following construction.
37	I am still very concerned about the parking restrictions with this proposal. I know this is a top concern from residents that was already voiced at information sessions, but it seems no changes to this have been made. Especially considering there are future developments that do not include parking spaces for residents, this is likely going to become a real challenge for people.	Comment noted. Parking restrictions and available parking have been reviewed in light of the proposed roadway narrowings to support the widened sidewalks to current City standards, as well as the resulting roadway width reduction to meet the City's 30km/h design standard. They have also been reviewed in light of resident desire to maintain a level of parking in the area while limiting parking from hospital or elsewhere visitors.
38	While I appreciate the street calming measures and the widening of sidewalks, I wonder if the City would consider adding land to the edges of properties rather than simply extending sidewalks. Is this proposal based on data on sidewalk width for accessibility purposes? Or could a combination of approaches work here? We have lost several old trees on Viscount Avenue in the last few months, some more land would ensure mature trees have room to grow and develop their roots.	In most cases, the back of the existing sidewalks will be maintained or moved closer to the street than existing back of sidewalk, where allowable. Where the back of the sidewalk is moved closer to the street than the existing back of sidewalk, it will result in additional lawn space.
39	Are there plans for the grass boulevards? Again, I would prefer to see the land at the edge of properties be extended. But if it is to be turned into a grass boulevard, could there be plans to incorporate native plants that support ecosystems rather than just grass. I am sad to read that a tree will be cut at the triangle on Merivale Road at Viscount Avenue but am happy the options for replanting are native trees.	Trees will be planted throughout the project limits where space permits.
40	While I'm a huge advocate of decreasing car centric spaces including parking, I am very concerned that you're still proposing	While we appreciate the comment, the project team is not qualified to discuss matters of residential development and market conditions.

	that the Merivale Road side of Viscount Avenue lose over half of the parking spots that it currently has, I would say that is a big concern considering the amount of development happening along the Carling Avenue corridor where developers no longer supply parking for all residents and sometimes no residents. Could this affect success of new developments?	
41	Wider sidewalks and traffic calming measures are great, would be good to see some of the asphalt areas become a new grass area for plants and/or trees, we are losing a lot of old trees on our street, and we need to replant. At a time where the City is looking to increase number of trees developing new areas where new trees/greenery can be planted will really help.	Trees will be planted throughout the project limits where space permits, including along the Harrold Place greenspace, and including the new park space created by the removal of the lanes near either end of Harrold Place.
42	Having more storm inlets would help, ours is located at the intersection on Merivale Road/Carling Avenue and it gets blocked by snowplow snow in the winter, if it was closer into Viscount Avenue and near a driveway neighbours could clear it and see it, currently we get a lot of pooling at 90 and 92 Viscount Avenue which makes the sidewalk dangerous and sometimes impossible for foot traffic	As part of the design, additional catchbasins will be installed and strategically placed at low points along the new road profile.
43	Why does the street need to be narrowed so much? I am really concerned about snow clearing operations that are challenging enough as it is. I would be willing to give up some of my front lawn to preserve the width of the street. Most winters it is really challenging for me to safely exit my driveway given the narrow street as it is. Also I feel Veteran Avenue cannot be narrowed further during the winter given the parking on one side (predominantly used by hospital workers).	The Council-approved Strategic Road Safety Action Plan recommends that, when reconstruction occurs on local residential streets, that they be designed for a 30 km/h operating speed. This, coupled with the widened sidewalks to meet City standards, are the rationale for the roadway narrowing. The proposed width of Veteran Ave meets the minimum requirements for one side on-street parking and two-way travel.
44	Why does there need to be a raised crosswalk at Viscount and Carling avenues? I am concerned about winter operations when Carling Avenue is frequently plowed and already leaves a large pile of snow at the end of Viscount Avenue. If the crossing is raised further this is going to make it even more difficult for cars to exit from Viscount Avenue onto Carling Avenue in the winter. There are already many incidents where cars get stuck in the snow either trying to enter Viscount Avenue from Carling Avenue or vice versa.	City Road Operations groups responsible for winter maintenance have been consulted with regarding the proposed roadway design and are familiar with snow removal and plowing of raised crosswalks.

45	Why the extreme parking limitations? Why the extreme traffic calming measures on Harrold Place? I understand on Viscount Avenue, especially going towards Carling Avenue, where speeds are higher around the corner these measures will be helpful.	Parking restrictions on one side of the road is required as the proposed road widths, to support the widened sidewalks to current City standards, as well as the resulting roadway width reduction to meet the City's 30km/h design standard, cannot facilitate parking on both sides. With regards to Harrold Place, the project team estimates that approximately the same number of parking spaces will be maintained following construction. Speed humps along Harrold Place, west of Veteran Avenue, are proposed for safety of park patrons and pedestrian crossings.
46	I still have concerns about the narrowing of the road. Especially going down to 7 metres (with raised crossings) at the corner of Viscount and Carling avenues, across from the Royal Ottawa Hospital. I know there will be no stopping at the beginning of the street. But in winter that will still be an issue with the snow and the narrowness of the road. It will be a challenge for two cars turning onto and off at the same time at 7 metres. And I'm sure the large delivery trucks will still park there to deliver to Bowman's Bar and Grill.	City Road Operations groups responsible for winter maintenance have been consulted with regarding the proposed roadway design and are familiar with snow removal and plowing of raised crosswalks of this nature. Delivery trucks are restricted from stopping along Viscount.
47	Regarding the sidewalks: What is meant by "Provide boulevards at various locations"? (The Merriam-Webster dictionary defines a boulevard as a wide, often landscaped thoroughfare.)	Grassed or hard surfaced areas between the curbs and sidewalks.