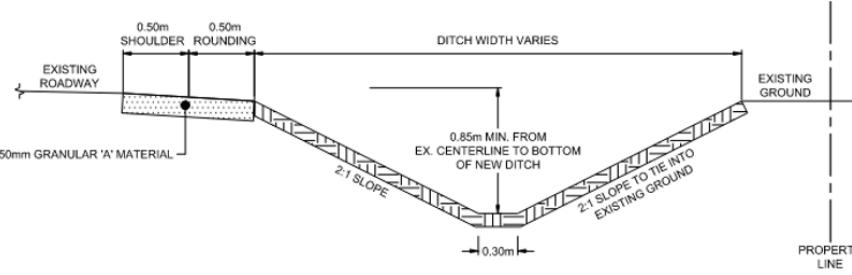


City View Ditch Rehabilitation (CP000857)

Frequently Asked Questions

	Questions	Responses
1	What is the purpose and scope of the project?	The City of Ottawa has initiated this project to mitigate overland drainage issues in the City View community. The proposed project will rehabilitate the local stormwater drainage system by re-establishing the existing ditches and replacing key roadway and driveway culverts. Given the size of the project, it has been divided into nine phases. Phases 1 to 5 will be constructed as part of this project. Phases 6 to 9 will be completed separately as part of a future project.
2	What are the project phases?	Refer to Phasing Plan on the project webpage.
3	Who is conducting the work?	The City of Ottawa has retained JP2G Consultants to develop design drawings for phases 1 through 5. Phases 6 through 9 will be included in a future project. Contractors will be selected through a competitive procurement process (phased).
4	I do not currently have a ditch, will this affect me?	The City View storm drainage system has historically relied on a ditch and culvert system. The design team is reviewing past and present patterns to determine the most effective design in the right of way in front of each property. Individual property details will be available through the detailed design process and subsequent public information sessions.
5	When is the design work expected to begin?	The engineering design of the ditch, driveway crossings, roadway crossings, and reinstatements will take place over a 5-year period which started in 2024 and is expected to end in 2030. The design work is separated into 5 phases.
6	When is construction work expected to begin?	Construction for Phase 1 was deferred one year and is expected to start in summer 2026, with the remaining phases following yearly, pending all necessary funding/approvals. Notices to affected residents will be sent in advance of construction.
7	When will we be notified with details about the construction along our street?	There will be a phase-specific Public Information Session (PIS) for each phase of the project. The PIS will take place upon completion of the detailed design stage, to provide affected residents with an opportunity to review and discuss the recommended design. For Phase 1, a PIS is planned for Spring 2026. Details of this PIS will be communicated via mail to homeowners a minimum of two weeks in advance.

8	What will happen in my front yard?	<p>It is expected that a standard ditch will be (re)established along the roadway in the City-owned property (right of way) to convey storm/sump pump water towards established storm sewer networks. A typical ditch section is shown below:</p> 
9	What is the width and depth of the ditch?	<p>Generally, the depth of the ditch varies between 0.85 and 1.5 metres from the road surface. The width will vary depending on property slope but will generally be between 4 and 7 metres. All grading will occur in the City's right of way.</p>
10	Will the ditch fix drainage issues in my yard?	<p>The ditch is designed to convey surficial stormwater to specified outlets. Any localized drainage issues on private property are the resident's responsibility to direct the drainage to the ditches.</p>
11	Will the City maintain the grass in the ditches?	<p>No, it is the resident's responsibility to cut the grass around and within the ditch in accordance with the City's Use and Care of Roads By-law.</p>
12	Will any work take place on private property?	<p>If there is an engineering requirement for work on your property, the City of Ottawa will notify you ahead of construction for a consent to enter agreement.</p>
13	Does this project affect the road width?	<p>No, there will be no change to the road platform width.</p>
14	What will happen to front yard features (eg, fences, trees, shrubs, etc.) hard landscaping features, etc.)?	<p>Generally, landscaping features that exist within the right of way and impacted by the ditching will be removed and disposed of off-site. We recommend that you remove anything that you would like to salvage ahead of construction. The City's Forestry group is being consulted for direction where trees may be impacted. If you have questions regarding encroachments within the right of way, please contact the project team.</p>
15	A tree is close to the property line, what will happen to it?	<p>The Project team along with the City's Forestry group, will work closely together to minimize impact on existing trees not within the ditch path. Low limbs that overhang the construction zone will require pruning to allow the construction to proceed. This work will be done by an arborist.</p>

16	What diameter and material will the replaced driveway culverts be?	Replaced driveway culverts will be similar size to existing ones, generally 0.3m to 0.5m in diameter and be corrugated steel pipes.
17	What will happen to my front yard irrigation system?	We encourage residents to contact the project team in advance of construction to identify and confirm that private irrigation systems have been disconnected or relocated, if required.
18	What will happen to my driveway / walkway?	For affected properties, a new culvert pipe will be placed under driveways/walkways in the right of way to permit continuous water conveyance through the ditch as needed. For asphalt/concrete driveways/walkways, the contractor will complete a saw cut line across the driveway at the removal/reinstatement limits. After the culvert installation, the driveway will be reinstated to match existing conditions. For interlock driveways, the contractor will remove and salvage existing interlock. Once the culvert is installed, the contractor will reinstate the interlock per existing conditions.
19	Can you replace my whole driveway?	Only the portions of a driveway impacted by the project, within the right of way, will be reinstated.
20	Will my utility services be interrupted during construction?	There are currently no known expectations that private services will be affected. The contractor will be required to locate utilities prior to construction and must exercise caution when digging around buried utilities. Any planned service disruptions will be communicated to the affected residents prior to construction.
21	Will the roadway be rehabilitated as well?	At this time, only portions of the road directly affected by this project (i.e. road crossing culvert replacement) will be reinstated to existing surface conditions.
22	How will access to driveways be managed throughout construction?	Access to driveways and laneways is to be maintained during most construction activity. However, there will be instances where private access will be impacted in order to allow for the installation of culverts or other drainages features required underneath driveways. Driveway access closures will be worked out with the contractor a minimum of 24 hours in advance of impacting an entrance, with parking passes provided for this interruption.
23	Will on-street parking be removed because	Parking may need to be temporarily prohibited during construction. This will be temporary and only during construction activities. Appropriate signage will be posted.

	of this ditching project?	
24	Will property line markers/monuments be preserved or disturbed over the course of the project?	Markers/monuments will be protected during the works.
25	Will roads be closed and traffic detoured during construction?	There will be intermittent road closures. Local and emergency vehicle access will be maintained at all times. Notification will be provided via mail to affected residents in advance of any temporary roadway closures.
26	Could the ditches be shallower?	The objective is to balance the drainage needs with consideration towards to significant change that this is to the residential frontage. The design team is reviewing ditch depths which will continue to protect against current and future flooding but also reduce the extent to which the ditch extends onto the front lawns.
27	Why has the City approved permits for new house infills that cause drainage issues to the neighbourhood?	Plans submitted for new building permits include grading and drainage plans that staff review to ensure no increased impact on surrounding properties. However, over the years, many of the ditches have lost their ability to properly convey drainage due to natural sedimentation and ditch infilling.
28	What is the City's plan for approving new developments (Building permits) in City View?	As part of the new zoning by-law, Section 201 speaks to adequacy of stormwater infrastructure being required. New provisions to require on-site stormwater management have been added to require development, regardless of whether it is subject to site plan control, to provide on-site stormwater management where there is an increase in impermeable surfaces. Details are in the link below. https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=281000
29	Will ponding on private property be improved as part of the project?	It is expected that private property drainage concerns will be improved by flows being redirected within the City right of way. Please note that localized drainage issues on private property that are not influenced by stormwater from the City right of way (e.g., low points in rear yards that cannot drain toward roadside ditches) remain a private property matter, however instances where these issues were previously worsened by the drainage conditions in the City right of way are to be improved.
30	Will my sump pump discharge	Sump pump discharge pipes will be protected during construction, however if your discharge is buried or connects directly to a culvert,

	be impacted during construction?	please notify the Project Team so that we can inform the Contractor in advance of construction of its known or approximate location.
31	Will Canada Post mailboxes be relocated during construction?	It is expected that the Canada Post mailboxes will require relocation during the work. This will be coordinated with Canada Post in advance of construction with notices provided to impacted homes.
32	Are properties not affected by flooding still obliged to be part of this ditch and culvert rehabilitation project?	In order for the overall drainage of the neighbourhood to be properly conveyed, all roadway ditches need to be at proper elevations to have the upstream water run to the designated outlet. If the existing ditch and culvert are deemed not adequate elevation to allow drainage, then yes, the property would be obliged to be rehabilitated.
32	Will existing interconnected piped systems on properties be replaced by a ditch?	When redesigning and rebuilding the ditch network it is imperative that there be unimpeded flow upstream to downstream end. There must also be consistency of pipe sizing and grade to ensure adequate conveyance of flows. Through the design process the design team will review pipes on a case-by-case basis. However, most pipes were not built big enough nor were they built at the proper depth to account for upstream flows.
34	Will I be compensated for previously “permitted” work being removed?	There will be no compensation given for previous works done by property owners. The City is responsible and liable for all elements within the right of way with respect to drainage systems, The City must ensure that the ditch system is functional regardless of what is currently in place.
35	Why will the City pay for the ditch system to be renewed, but not another alternative (i.e. storm sewer system)?	The ditch system in City View has essentially reached the end of its life cycle. The renewal of the ditch system is covered under City storm rate funding as it is an existing asset owned by the City. Any upgrade in infrastructure as an alternative to the existing ditch system is considered a Local Improvement covered under the Municipal Act. Details of the process can be found here: https://ottawa.ca/en/planning-development-and-construction/residential-property-regulations/all-about-your-property/local-improvements#section-06672818-8ae9-4114-bd84-bbcd60054d69
36	Why is the Local Improvements option not moving forward?	Local Improvement works are for new or upgraded municipal infrastructure not typically undertaken by the City. It involves a petition-based process that needs at least two-thirds (2/3) of affected property owners to agree to the Local Improvement works (and cost) to be approved. A notice was sent to residents to help decide if there was interest in a Local Improvement for the neighbourhood. Below are high-level cost

	<p>estimates (order of magnitude) for two alternative stormwater management solutions.</p> <ol style="list-style-type: none"> 1. Hybrid Shallow Swale System: A smaller ditch system combined with underground drainage pipes. Estimated cost: ~\$80,000 per household. 2. Conventional Stormwater Pipe System: A full underground pipe system with curbs and catch basins. Estimated cost: ~\$140,000 per household. <p>The Local Improvement process had to be initiated by a volunteer property owner by September 30, 2025. No volunteer came forward and thus, the City View project is continuing as planned, at no cost to the property owners.</p>
37	<p>Can I add rear yard parking?</p> <p>When we review a site plan or a building permit, we want to ensure that the proposed development will send most of its drainage to the City Right of Way (or an outlet if the site is next to a ditch or watercourse). If part of the drainage area cannot be directed to the Right of Way, then it is important that any runoff onto neighbouring properties be no greater than what is currently draining under existing conditions. This becomes problematic when parking is provided in the rear yard.</p> <p>Lots typically have a high point where roughly half of it drains to the front and the other half to the rear. Rear yards are mostly grassed and therefore the flow draining onto neighbouring properties is small and does not cause issues. If the rear yards become a hard surface due to parking, then the runoff will increase sending more flow onto neighbouring properties, unless stormwater management is provided in the form of storage.</p> <p>Reducing hard surfaces in rear yards will minimize the risk of sending more flow onto adjacent properties.</p> <p>In City View, the area is older and mostly serviced by ditches. This means that rear yard catch basins cannot be installed, therefore all rear yard runoff is overland and drains onto adjacent properties. Adding rear yard parking in City View will exacerbate the existing drainage situation unless stormwater management can be implemented.</p>
38	<p>What are alternatives to a grassed ditch that the homeowner can install themselves to lower maintenance?</p> <p>The bottom of the ditch cannot be replaced with rock/river stone as it contravenes the Use and Care of Roads Bylaw (https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/laws-z/use-and-care-roads-law-no-2003-498).</p> <p>However, below is a link to residential gardening in the City's Boulevard and section 2.2 does provide alternatives to grass that could be used at the bottom of the ditch to minimize the maintenance:</p> <p>https://documents.ottawa.ca/sites/default/files/boulevard_gardening_guide_en.pdf</p>

39	Why aren't curbs being installed on the roadway?	Curbs are not compatible with a ditch drainage system. A ditch drainage system must have surface water rain fall runoff to flow freely from the roadway into the ditch. A curb would obstruct this flow.
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