

Comments and Responses Summary, Online Engagement Session January 28 to February 16, 2021

The following is a listing of the comments received from the online engagement opportunity and associated responses for each comment. As a result of comments received from stakeholders (including comments from the public), some modifications have been made to the planned traffic calming measures, while still maintaining overall compliance with the City's Traffic Calming Design Guidelines.

A revised plan depicting the proposed design elements will be posted in the near future. The project is currently in the detailed design stage, with phase 1 of construction planned to commence in Summer 2021. A construction schedule and phasing plan will also be posted in the future.

We would like to take this opportunity to thank you for the feedback that has been provided as part of the online engagement opportunity.

Comment – I notice that the watermain size is increasing on Bedbrooke Street from 150 mm to 203 mm. Does that mean that our fire hydrants will be “blue” rated (>95 lps)?

Number of Respondents – 1

Response – The hydrant colour (top) will be determined by flow testing done by operations after the watermain is in service. It is not expected that there will be any significant difference in flow after construction compared to what is available now.

Comment – Concerns about snow removal with curb extensions and speed humps.

Number of Respondents – 5

Response – The planned measures conform to the City's Traffic Calming Guidelines which have been reviewed and accepted by Road Services and Emergency Services.

Comment – Concerns that reducing the width of the street and the addition of curb extensions will make on-street parking more difficult especially in the winter, as it will make the street basically a single lane in the winter.

Number of Respondents – 2

Response – In some cases, the road width was narrowed to maintain mature trees and accommodate a sidewalk, which are mandated on at least one side of local roads in the City's draft Official Plan. The proposed road widths are considered acceptable to accommodate parking on one side of the street only.

Curb extensions have been designed in accordance with applicable municipal and federal design guidelines to ensure that travel paths of emergency, garbage and maintenance vehicles can be accommodated.

Comment – How much of our property would be used for a sidewalk/ how much front lawn will be lost?

Number of Respondents – 4

Response – The new sidewalks will be entirely located within the City Right-of-Way (ROW). No loss of property will result from the addition of sidewalks.

Although the works are all taking place within the city ROW, there will be some perceived loss of front yard/driveway space due to the addition of sidewalks. These widths are generally as follows:

- Bel-Air Drive (Checkers Road to Field Street) – 1.5m wide loss of front yard/driveway width along the south side of the street.
- Bedbrooke Street (Bel-Air Drive to Iris Street) – 1.3m wide loss of front yard/driveway width along the east side of the street.

Comment – Will any large trees in the neighbourhood be impacted?

Number of Respondents – 1

Response – The alignments of the new sewers, watermain and sidewalks have been established to best limit the potential for impact to neighbourhood trees, while also providing adequate separation for other utilities within the Right of Way (ROW). Protection measures will be implemented during construction to ensure trees are impacted as little as possible.

At this point in the design process, no tree removals are planned.

Comment – Will the existing storm sewers be extended south along Bedbrooke Street and Field Street to service new catch basins? Or, will these catch basins connect to the sanitary sewer and turn it into a combined sewer which increases the flooding risk?

Number of Respondents – 1

Response – The existing storm sewers along Bedbrooke Street and Field Street will be both be extended sufficiently southwards to capture added catch basins.

No catch basins will be connected to the new sanitary sewers.

Comment – All affected streets will now have curb extensions, speed bumps and sidewalks. Is this now City policy or as a result of community input, traffic studies etc.? Does Bel-Air Drive really need 3 speed bumps in front of 2 schools?

Number of Respondents – 1

Response – Recent Council direction mandates that all local residential roads be rebuilt to an operating speed of 30km/h. Speed management measures recommended in this project are in line with the City's Traffic Calming Design Guidelines, which vary based on road class and take designated emergency routes into account. For more information please click on the following link:

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

Comment – Is there an opportunity for homeowners to have their sanitary and water services replaced from the property line to the home with this project? Does the City have a recommended Contractor list? Are there building permits required?

Number of Respondents – 5

Response – The City's contractor will replace/rehabilitate all active sewer services up to the limit of the ROW. The City will not be "adding on" the replacements of services on individual private properties, with the exception of those few properties on the City's Preventative Maintenance List (properties on the preventative maintenance list are identified as needing repair work on private property due to damages to services on private property caused by issues on City property, for example tree roots). If a homeowner wishes to replace their private services, they must do so by hiring a contractor at their own expense. Timing of any works on private property are entirely up to the property owner, however based on experience on past projects it is usually easier done after the City's work is completed, in order to avoid conflicts, etc.

In very rare situations, the City's awarded contractor may be willing to doing the private work for the homeowner under a separate arrangement at the same time as they are performing the City's works. However, please note that City road reconstruction contractors most often do not want to do any "side" work on private property.

Comment – Given the history of flooding in the area, is there consideration being given to, or is there an option of, adding backflow protection to the laterals coming from the homes to the sewer?

Number of Respondents – 1

Response – Regarding backflow prevention, please refer to the following link to the City web page: [Sewer backups and basement flooding | City of Ottawa](#)

If you have any further questions on backflow prevention, please inquire at protectiveplumbing@ottawa.ca.

Comment – Pleased to hear the sanitary sewers, watermain and miscellaneous storm drainage infrastructure and roadways will be upgraded.

Number of Respondents – 7

Response – We appreciate your feedback.

Comment – Do not support the addition of sidewalks.

Number of Respondents – 5

Response – Page 62 of the City’s draft Official Plan recommends sidewalks on at least one side of local roads in the urban area. <https://engage.ottawa.ca/the-new-official-plan>

Comment – Do not support the addition of curb extensions or placement that will narrow the roadway.

Number of Respondents – 6

Response – Recent Council direction mandates that all local residential roads be rebuilt to an operating speed of 30km/h. Speed management measures recommended in this project are in line with the City’s Traffic Calming Design Guidelines, which vary based on road class and take designated emergency routes into account. For more information please click here:

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

Comment – Have concerns with speeding or cut through traffic in the area.

Number of Respondents – 7

Response – Proposed speed management measures will discourage cut-through traffic and speeding.

Comment – Why place the sidewalk on the south side when the rest of the sidewalks on Bel-Air Drive are on the north side no consistency and requires all users to cross the road at Field Drive rather than at multiple intersections.

Number of Respondents – 1

Response – The sidewalk is proposed on the south side to provide access to adjacent side streets without crossing at an uncontrolled location.

Comment – Since the Online Engagement Opportunity started on January 28th, 2021 why did we just receive the notice last week at the beginning of February about a week after the online proposal started?

Number of Respondents – 2

Response – The online engagement opportunity was available from January 28 to February 16th. Although we understand that notices did not reach houses prior to the beginning of the engagement opportunity, we still accepted any comments after February 16 as part of the consultation record.

Comment – Support the addition of speed humps.

Number of Respondents – 7

Response – We appreciate your feedback.

Comment – Concerns with speed humps being dangerous to patients in ambulances.

Number of Respondents – 2

Response – Recent Council direction mandates that all local residential roads be rebuilt to an operating speed of 30km/h. Speed management measures recommended in this project are in line with the City’s Traffic Calming Design Guidelines, which vary based on road class and take designated emergency routes into account. Iris Street is the only Key Emergency Response street identified by Fire and Paramedic Services within the project area. For more information, please click here:

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

Curb extensions and speed humps have been designed in accordance with applicable municipal and federal design guidelines to ensure that travel paths of emergency, garbage and maintenance vehicles can be accommodated.

Comment – Concerns that narrowing the streets and adding curb extensions will make it difficult for emergency vehicle.

Number of Respondents – 4

Response – Curb extensions will be designed in accordance with applicable municipal and federal design guidelines to ensure that travel paths of emergency, garbage and maintenance vehicles can be accommodated. Iris Street is the only Key Emergency Response street identified by Fire and Paramedic Services within the project area.

Comment – Support the addition of sidewalks.

Number of Respondents – 4

Response – Noted.

Comment – Curb extensions at #2144 and #2149 Bel-Air Drive are placed directly opposite laneways. This will negatively affect the ease of egress for residents, especially in the winter when snow accumulation narrows the road and impedes nightlines.

Number of Respondents – 1

Response – Modifications have been made to traffic calming design at these locations, which will result in the curb extension not being opposite driveways here. A mid-block narrowing with a speed hump will now be installed in front of 2152/2153 Bel-Air Drive to take the place of the curb extensions.

Comment – Can you advise if there have been sound studies comparing asphalt speed humps and bolted rubber speed humps? As the proposed location for the speed hump is located in such close proximity to houses with toddlers and young children (in a neighbourhood where bedrooms are located on the ground level facing Bel-Air Drive), the disruption this could cause is of concern.

Number of Respondents – 1

Response – We are unaware of any noise studies comparing traffic noise emission from asphalt speed humps and rubber speed humps.

Rubber speed humps cannot remain in place in the winter as they would cause significant damage from snow clearing activities. Rubber speed humps have only been used in temporary situations and have been removed seasonally. The number of drilled fasteners required to keep them in place is significant and this contributes highly to the deterioration of the road where they are located. Therefore, it is currently the City's policy that they would only be applied in temporary conditions and where road renewal plans are following shortly after.

Comment – With the narrowing of the road overall and the installation of sidewalks and curb extensions, I would implore the city to consider making the north side of Bel-Air Drive, between Checkers and Field, a no-parking zone (leaving parking only on the south side, adjacent to the sidewalk and somewhat limited due to the aforementioned curb extensions).

Number of Respondents – 1

Response – Permissible on-street parking will alternate from one side to the other along this street segment as a form of traffic calming. Parking will be prohibited at and across from proposed curb extensions.

Comment – Will this project consider having people park on only one side of the street at a time? (ex. north side 1st-15th of a month, and south 16-end?)

Number of Respondents – 1

Response – Parking will generally alternate from one side of the street to the other within the project limits, between traffic calming measures. It is not intended to flip parking designations at various times of the month or year.

Comment – With regards to pedestrian access, specifically during the estimated 14-18 months construction period, can you kindly clarify how access will be maintained? As per the project page, "A minimum of one continuous sidewalk will be maintained at all times within the project limits. The contractor will be required to provide suitable pedestrian access for residents to their dwellings at all times. This will require the use of temporary surface measures (i.e. asphalt, etc.) as deemed necessary" yet it makes no mention of the plans for the areas where there are no existing sidewalks. Safe passage to schools, paths, community mailboxes, etc. must be maintained for residents.

Number of Respondents – 1

Response – For street segments where an existing sidewalk is not present, a temporary sidewalk will be constructed to help local residents make their way through the construction zone.

Construction crews will be required to ensure residents access their driveways, community mailboxes, etc. during construction. There will be some instances where access to driveways will need to be temporarily removed; an example being during sidewalk placement. In these instances, City site inspection staff will provide residents with advanced notification and a temporary on-street parking pass allowing them to park their car on a neighbouring street without the risk of getting a ticket.

Please note that although the construction duration will be approximately 1.5 years, the works will be completed in a staged manner whereby not all street segments will be under construction at the same time. The intent of the staging will be to also limit the volume of work taking place on Bel-Air Drive east of Field Street during the school year.

Comment – Has research been done to prove curb extensions are helpful measures?

Number of Respondents – 1

Response – Curb extensions are proven traffic calming treatments that are installed throughout the City of Ottawa. They are an identified measure in the City of Ottawa's Traffic Calming Design Guidelines:

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

Comment – Would suggest installation of a permanent traffic calming measures such as a speed hump or PXO along Iris Street at the NCC crossing.

Number of Respondents – 2

Response – The implementation of potential crossing locations along Iris Street are outside of the current project limits and will not be pursued with this project.

Comment – Can you provide some rationale as to why narrowings were proposed as a solution? We don't understand the value-money ratio.

Number of Respondents – 1

Response – Narrowings are proven traffic calming treatments that are installed throughout the City of Ottawa. They are an identified measure in the City of Ottawa's Traffic Calming Design Guidelines:

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

Comment – Most of the speeding along Bedbrooke happens from vehicles coming from Dublin or Bel-Air, so having only one speed hump on the south side doesn't make sense.

Number of Respondents – 1

Response – Some modifications have been made to the traffic calming design for Bedbrooke Street. In total there will now be three speed humps along Bedbrooke between Bel-Air and Iris. Some of the previously proposed curb extensions will be either removed or adjusted as a result of the added speed humps.

Comment – What is the maintenance schedule for an asphalt hump? With Ottawa weather, isn't it better served to have a yellow rubber bump?

Number of Respondents – 1

Response – Speed humps are installed as part of the overall asphalt road paving operation, whereas the yellow rubber bumps are secured to the roadway following completion of the asphalt pavement structure. The City of Ottawa currently does not sanction the use of the rubber speed humps on City of Ottawa owned roadways. The maintenance schedule for an asphalt speed hump is the same as the roadway, with an anticipated service life of approximately 20 years.

Rubber speed humps cannot remain in place in the winter as they would cause significant damage from snow clearing activities. Rubber speed humps have only been used in temporary situations and have been removed seasonally. The number of drilled fasteners required to keep them in place is significant and this contributes highly to the deterioration of the road where they are located. Therefore, it is currently the City's policy that they would only be applied in temporary conditions and where road renewal plans are following shortly after.

Comment – Do we really need to have a speed hump and a narrowing in the same location?

Number of Respondents – 1

Response – Narrowings together with speed humps are one of a number of proven traffic calming treatments that are installed throughout the City of Ottawa. Combining them together helps achieve the Council-directed target speed of 30km/h. These treatments are identified measure in the City of Ottawa's Traffic Calming Design Guidelines:

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

Comment – Is the sidewalk going from Iris all the way to Bel-Air along Bedbrooke? If so, doesn't it make sense to do it on the west side since Dublin would cut into it?

Number of Respondents – 1

Response – Since Dublin Avenue intersects with the east side of Bedbrooke it is more logical to install the new sidewalk on the east side of Bedbrooke as is proposed. This allows for any pedestrians coming to Bedbrooke Street from Dublin Avenue or Lazard Street to be able to access the sidewalk without crossing Bedbrooke at the intersection, as would be the case if the sidewalk was on the west side.

Comment – Was the study done for the addition of sidewalks when Putman School was open?

Number of Respondents – 1

Response – New sidewalks are being constructed on Bel-Air Drive and Bedbrooke Street in accordance with page 62 of the City's draft Official Plan which recommends sidewalks on at least one side of local roads in the urban area. <https://engage.ottawa.ca/the-new-official-plan>

JH Putman School being open or closed did not affect the decision to add sidewalks to streets with this project, as the added sidewalks are in keeping with the City Official Plan.

Comment – Why is a sidewalk not being added along Checkers Road?

Number of Respondents – 1

Response – The full reconstruction of Checkers Road is not part of the scope of this current project. It is anticipated that in the future there will be opportunities to add sidewalk links to other streets such as Checkers Road when they too come up for renewal.

Comment – Why was the design of the new sidewalk on Bel Air (from Field to Checkers) not put next to the road, as was done on the sidewalk on Bel Air at Garfield and on Navaho (from Iris up to Agincourt). This would provide more driveway space, as vehicles cannot block the sidewalk.

Number of Respondents – 1

Response – The new sidewalk along Bel-Air Drive from Checkers Road to Field Street will be located along the south side of the street and next to the road (i.e. with no boulevard between the road and sidewalk). This is the same as the noted segments of Bel-Air (east of Garfield) and Navaho (Iris to Agincourt).

Comment – How does the road design with speed humps and bump outs impact emergency vehicles and school buses?

Number of Respondents – 1

Response – Recent Council direction mandates that all local residential roads be rebuilt to an operating speed of 30km/h. Speed management measures recommended in this project are in line with the City's Traffic Calming Design Guidelines, which vary based on road class and take designated emergency routes into account. The City Traffic Calming Guidelines have been reviewed and accepted by Road Services and Emergency Services.

https://documents.ottawa.ca/sites/documents/files/traffic_calm_design_guide_en.pdf

The roadway geometric design has been developed such that emergency vehicles, school buses, and garbage trucks will be able to manoeuvre along the subject streets through the curb extensions with parked cars present. Iris Street is the only Key Emergency Response street identified by Fire and Paramedic Services within the project area.

Comment – Has Charlotte Lemieux School been contacted and provided suggestions during construction? There are a lot of traffic issues with buses and vehicles during drop off and pick up times. There is a day care that operates all year long.

Number of Respondents – 1

Response – École élémentaire publique Charlotte-Lemieux has been consulted about the project. Further discussion on staging and scheduling will take place with school staff during the detailed design stage.

Comment – Not sure if the construction timelines of 2112 Bel-Air property will align with this construction project. Will mean a lot of disruption to residents. If construction is after this project, residents are concerned about the truck traffic that will impact the newly paved roads.

Number of Respondents – 1

Response – The project team is aware of the development project at 2112 Bel-Air Drive and coordination is ongoing to establish timelines and to reduce disruption to the residents.

Comment – Improvements to the Bel-Air/Field intersection needs to be made to increase safety. I would like the stop-sign on the North-East corner of Bel-Air (approaching the intersection travelling west) be moved forward as it is far from the intersection due to the driveway @2129 Bel-Air. I know the driveway limits options, but anything that can be done to increase safety from that traffic the better.

Number of Respondents – 1

Response – Due to the location of the driveway at 2129 Bel-Air Drive, the stop sign on the northeast corner of the Bel-Air Drive and Field Street intersection cannot be moved further west. With the addition of curb extensions and the reduced roadway width to 7.0m in advance of the intersection, the crossing distance will be reduced for pedestrians. Coupled with the three-way stop, safety will be increased for both pedestrians and motorists at the Bel-Air Drive and Field Street intersection.

Comment – Are the curb extensions a paved surface, concrete, grass, or garden? Are there options for a planter or other soft landscaping? It may be nice to have a wildflower garden to attract pollinators.

Number of Respondents – 1

Response – The curb extensions are for the most part quite limited in size. Curb extensions on the opposite side of the street from sidewalks will be grass behind the curb. Curb extensions on the same side of the street as the sidewalks will be concrete between the curb and sidewalk.

Comment – Can you tell me why the entire part of Checkers road north of Iris is not included in this project, along with the other roads north of iris in that area?

Number of Respondents – 1

Response – The primary purpose of this project is to increase the capacity of the sanitary sewer system in the Bel-Air neighborhood in order to reduce the risk of basement flooding. The City conducted investigations of the existing sanitary pipe system (both hydraulic and pipe conditions) and determined that the current limits of this project will effectively increase the capacity of the system and help alleviate basement flooding. The underground pipes on Checkers Street also appear to be in good condition, so there is no reason for sewer replacements on Checkers Street at this time. The same reason applies for the other adjacent streets not included in this project.