

## Delmar Drive and Playfair Drive (CP000885) Frequently Asked Questions

	Questions	Responses
1	When is the work expected to begin?	Pre-construction investigations will occur in some areas along the project area during July 2024, with construction expected to follow in August 2024 pending all necessary approvals. Notices will be sent in advance of construction.
2	Will existing trees be affected by construction of the new sidewalk?	Trees are not expected to be affected by the works as the sidewalks will be predominately constructed into the existing roadway. City Forestry have been involved in the project and will continue to be included during construction if required.
3	What is the width of the sidewalks?	The new sidewalks are designed to be 2 metres wide throughout both Delmar Drive and Playfair Drive, however this may vary slightly if any constraints are identified during construction.
4	Will the sidewalks be built on top of the existing road surface or will there be excavation in the roadway?	There will be excavation in the roadway to allow for the Granular "A" base to be installed per City standards, with the expected depth of excavation required beneath the sidewalks to predominately be approximately 150 millimetres.
5	Will any issues with existing driveway tie-ins to the existing roadway be improved with the installation of the new sidewalks?	Yes, the sidewalks will be installed as depressed per the City standard detail for monolithic sidewalks, which will improve the tie-ins.
6	Will there be any pedestrian crosswalks and/or other types of pavement markings at the intersection of Delmar Drive & Playfair Drive and at the intersection of Beattie Avenue & Playfair Drive?	At the Delmar Drive & Playfair Drive intersection, there will be painted crosswalks, stop bars, and painted centreline "tails" on all three approaches.  At the Beattie Avenue & Playfair Drive intersection, there will be a painted crosswalk between the newly constructed sidewalks, stop bar, and painted centreline "tail" on Beattie Avenue approaching the intersection.
7	Will a sidewalk and crosswalk be constructed south of the Kilborn Avenue & Delmar Drive intersection connecting to the existing bus stop?	There are currently no plans for upgrading pedestrian facilities or crossing facilities on the south side of Kilborn Avenue, however this has been discussed with OC Transpo and they have advised that they will keep this on their watch list to look for ways to improve the bus stop in the future.

8	How will access to driveways be managed throughout construction?	Generally, access to private driveways and laneways is to be maintained during construction, however there will be instances where private access will not be possible to complete certain construction elements. When this occurs, the contractor will give the affected landowners sufficient notice and the City will arrange for those affected to have street parking passes to allow for street parking during the duration of the interrupted access.
9	How do we ensure that cyclists remain safe with the narrowed roadway following the construction of sidewalks?	With the proposed road narrowing to a width of approximately 9 metres, a lane width of 4.5 metres per direction where no vehicles are parked will allow for sufficient space for motor vehicles to safely pass cyclists. When there are parked vehicles present, the reduced roadway width will provide traffic calming and reduce vehicle speeds on Delmar Drive and Playfair Drive, which will greatly improve cycling safety where a cyclist will be required to take the lane.  Furthermore, on Playfair Drive, given the addition of the speed humps at optimal spacing, this will reduce vehicle speeds further and also improve cycling safety.
10	Will the sidewalks have a grass boulevard?	No, the sidewalk will be constructed along the roadway.
11	Will any sidewalks be higher than driveways and how will drainage be managed if this is the case?	No, the sidewalks crossing driveways will be depressed as per City standard detail for monolithic sidewalks. This will also allow for drainage to be managed appropriately.
12	Will the City plow the sidewalks in the winter?	Yes, the sidewalks will be plowed during the winter. More information about this can be found here: <a href="https://ottawa.ca/en/parking-roads-and-travel/roads-sidewalks-and-pathways/snow-plowing-and-clearing#">https://ottawa.ca/en/parking-roads-and-travel/roads-sidewalks-and-pathways/snow-plowing-and-clearing#</a>
13	Will the existing sidewalks north of the project area on Delmar Drive be renewed or widened?	As part of the future resurfacing work, it is anticipated that the existing sidewalks north of the project area on Delmar Drive will be upgraded to be concrete and with a width of approximately 1.8 metres.
14	Will property line markers/monuments be preserved or disturbed over the course of the project?	It is expected these existing markers/monuments will be always protected during the works.

15	What is the expected improvement to drainage anticipated as part of the sewer renewal?	<p>The works as part of this project are expected to improve drainage at the deepest part of the low point of the area (which is located on Delmar Drive between Beattie Avenue and Playfair Drive) to reduce the depth and extent of ponding experienced in common storm events.</p> <p>Improvements outside of this area are not feasible without future drainage work being completed downstream of Delmar Drive and Playfair Drive through to the Kilborn Allotment Garden and beyond.</p>
16	Why are the drainage works as part of this project only on Delmar Drive between Beattie Avenue and Playfair Drive?	<p>The works are limited between Beattie and Playfair due to improvements outside of this area are not feasible without future drainage work being completed as mentioned in the response above.</p> <p>Note that the sanitary sewer works as part of the improvements from the current project are expected to also have benefit to homes on Thistle Crescent and Beattie Avenue.</p>
17	What is the timeline for the future drainage improvements?	<p>There is currently no definite timeline for the future drainage improvements through to the Kilborn Allotment Garden and beyond, as this area has been recently studied and no other quick solutions have been identified.</p> <p>Due to the historical sewer and overland drainage design, future drainage improvements will require extensive work beyond the limits of this project. Detailed study on this work, including a potential Environmental Assessment, is anticipated to begin within the next 1-2 years.</p>
18	Was the August 10, 2023 rainfall event that resulted in basement flooding accounted for as part of the project?	<p>Yes, this project accounts for the historic rain event on August 10, 2023, with the inclusion of the sanitary sewer upgrade also being a part of the works. Please note that this sewer upgrade will reduce the risk of basement flooding, but cannot protect against all extreme events, and the City recommends homeowners install and maintain backwater valves.</p> <p>Regarding roadway drainage, the storm sewer and drainage work is not expected to prevent surface ponding/flooding in an event as large as August 10, 2023, but will reduce the depth and extent of ponding in frequent events.</p>

19	How often is a storm event like that of August 10, 2023 expected to historically occur?	The storm on August 10, 2023 exceeded the 1:100 year event threshold per the City of Ottawa’s Intensity Duration Frequency (IDF) curve, which is a statistical tool used to identify the likelihood of an extreme rainfall event. A 1:100 year event means that the event has a 1% chance of happening in any given year.
20	Will the future drainage improvements have impact to the planned road resurfacing on Delmar Drive?	The future drainage improvements are not expected to impact the plans for resurfacing on Delmar Drive as they will be mainly linked with infrastructure downstream through to the Kilborn Allotment Garden and beyond.
21	Will the improvements to the drainage as part of this project have effect on Devlin Crescent and Dorset Drive?	The drainage improvements as part of this project are not expected to affect Devlin Crescent and Dorset Drive – the local sewers south of the extents of sewer renewal are large enough to convey their local flows and do not need to be upgraded, and the overall issues with drainage are related to the downstream system mentioned in the responses above.
22	Will bypass infrastructure be implemented during the sewer renewal to ensure services remain operational during the works?	Yes, a sewer flow management plan will be implemented, and services will remain operational during construction.
23	What is the timeline of events and consultation with the public that led to the decision to include the speed humps on Playfair Drive as part of this project?	<p>The request for speeds humps was first brought to the City's attention through concerns raised by residents regarding speeding on Playfair Drive.</p> <p>A Neighbourhood Traffic Calming (NTC) study was completed after these concerns were raised, and following the study, public consultation was complete in 2023 by the NTC group along with the creation of a webpage specific for this location – more information about this can be found here: <a href="https://ottawa.ca/en/city-hall/public-engagement/public-engagement-project-search/playfair-drive-accelerated-neighbourhood-traffic-calming-study#">https://ottawa.ca/en/city-hall/public-engagement/public-engagement-project-search/playfair-drive-accelerated-neighbourhood-traffic-calming-study#</a></p> <p>In March 2024 it was determined that the three speed humps identified by the NTC group for Playfair Drive would be included as part of the scope of this overall project.</p>

24	Will speed humps be implemented on Delmar Drive as part of this project?	No, speed humps on Delmar Drive are not within the scope of this project.
25	Will the City review if traffic on Beattie Avenue, Beaumont Road and Dorset Drive increases due to any vehicles attempting to avoid the speed humps on Playfair Drive?	<p>Yes, the Neighbourhood Traffic Calming group is conducting traffic counts on Beattie Avenue, Beaumont Road, and Dorset Drive to count traffic prior to construction. Following the implementation of the speed humps, traffic will continue to be monitored to determine if there has been a problematic increase.</p> <p>Once the monitoring and evaluation of implemented measures has been completed (generally about 1 year after construction), the results will be analyzed to determine if further action, such as additional temporary or permanent traffic calming measures, is necessary.</p>
26	Has consideration for items such as noise and vibrations, speeding between speed humps, attempts to avoid the speed humps on one side of their vehicle by swerving to the side, etc. been considered as part of the planned implementation of the speed humps on Playfair Drive?	<p>Yes, these various items have been considered as part of the decision to proceed with the speed humps.</p> <p>Noise and vibrations are not expected to be an issue in this location, as the speed humps are designed for vehicles to slow down to approximately 30 km/h and are located and spaced in a manner to enforce vehicles complying with the speed limit throughout the roadway. This location is also not on a key emergency transit route or on a transit route, which at times could contribute to vibrations.</p> <p>Historically, the Neighbourhood Traffic Calming group has not seen complaints regarding vehicles attempting to avoid speed humps with one side of their vehicle. While a small percentage of drivers may attempt this, the overall benefits of traffic calming with the implementation of speed humps to control vehicle speeds and provide safer road conditions for all users outweighs the infrequent instances of vehicles deviating their path.</p> <p>After the implementation of the speed humps, the Neighbourhood Traffic Calming group will evaluate and monitor the effectiveness of the measures to ensure that the negative impacts, if any, are minimized.</p>
27	Why has the City decided to proceed with the implementation of speed humps on Playfair Drive along with the new sidewalks, as opposed to waiting to determine if speed humps	The works associated with the sidewalks alone are solely not sufficient to control the issue with excessive vehicle speeds on Playfair Drive, and the new road width and conditions of Playfair Drive will still warrant speed humps. Additionally, permanent measures are

	<p>are still required or if alternative traffic calming measures would be more appropriate?</p>	<p>usually more effective to maintain appropriate traffic speed, and the Neighbourhood Traffic Calming group has determined that the speed humps on Playfair Drive will help to appropriately control speeds and provide safer conditions for all road users.</p>
<p>28</p>	<p>What is the process for determining the allocation of the City's budget funds for the implementation of speed humps and other traffic calming measures?</p>	<p>For the planning, design, construction, and project management of stand-alone traffic calming measures recommended through the Neighbourhood Traffic Calming (NTC) program, the NTC program follows the Council-approved NTC Study Process (2019) which focuses on addressing requests for permanent, engineered, traffic calming on existing local and collector streets within neighbourhoods. The NTC process involves both qualification and city-wide prioritization of all requests and therefore the sequence of potential projects can change.</p> <p>There is an annual funding envelope for the NTC program which is reserved for streets throughout the City that meet the qualification criteria and that cannot benefit from more significant roadway modifications through other City programs based on the screening procedure as outlined in the NTC Study Process. Details of the NTC program and Study Process can be found here: <a href="https://ottawa.ca/en/parking-roads-and-travel/traffic-services/traffic-calming/neighbourhood-traffic-calming-program#">https://ottawa.ca/en/parking-roads-and-travel/traffic-services/traffic-calming/neighbourhood-traffic-calming-program#</a></p> <p>Playfair Drive meets this criteria and is being funded by NTC program to implement permanent traffic calming measures.</p>
<p>29</p>	<p>Is there evidence that there remains an issue with vehicles speeding on Playfair Drive following the installation of the speed board that displays your speed as you approach?</p>	<p>Yes, the latest speed surveys (two within the last 12 months) on this segment of Playfair Drive show an operating speed above the posted limit of 40 km/h. During these two speed surveys the speed board was in operation.</p>
<p>30</p>	<p>Were additional speed humps considered for Playfair Drive and can more be added as part of this project?</p>	<p>The section of Playfair Drive that had qualified for a Neighbourhood Traffic Calming study was between Delmar Drive and Dunkirk Crescent (east), which determined that the three speed humps proposed as part of the scope of this project are anticipated to result in appropriate vehicle speeds on this segment.</p> <p>Additional speed humps will not be proposed outside of this segment, however other areas of concern have</p>

		been flagged to City staff in this area from residents and will continue to be reviewed.
31	What does the City do to evaluate the effectiveness of the new speed humps and to determine if they will remain permanent?	Speed surveys will be conducted before and after implementation of the speed humps (usually one year after construction). The surveys are conducted over a 24-hour period by an Automatic Traffic Recorder. This before and after data will be analyzed to verify the effectiveness of the speed humps.
32	Will Automated Speed Enforcement cameras be considered to enforce speed limits where speed humps are not being implemented as part of the project?	At this time there are no plans for Automated Speed Enforcement on Playfair Drive and Delmar Drive.
33	Where can feedback be provided after the implementation of the speed humps?	Feedback can be provided to 3-1-1 following the implementation of the speed humps, which will be shared accordingly with the Neighbourhood Traffic Calming group.