

Transportation Committee
Report 23
November 10, 2021

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Comité des transports
Rapport 23
Le 10 novembre 2021

Extract of Draft Transportation
Committee Minutes 23
November 1, 2021

Extrait de l'ébauche du
procès-verbal 23
du Comité des transports
Le 1 novembre 2021

Planning, Infrastructure and Economic Development

Road Activity By-law – Phase Two Amendments

ACS2021-PIE-RHU-0028

City Wide

Report Recommendations

That Transportation Committee recommend Council approve:

1. The proposed fee structure for road cut application fees, temporary construction encroachment applications, temporary road closures application fees, and the administration of the Right of Way Damage Deposit, as described in this report and set out in the Fee Schedule in Document 1 and proposed to be effective January 1, 2022; and
2. The addition of 10 full-time equivalent (FTE) positions, five being in the Right of Way, Heritage, and Urban Design Service Area of the Planning, Infrastructure and Economic Development Department (“PIED”), three being in the Traffic Services Branch of the Public Works and Environmental Services Department and two being in the Financial Services Unit of PIED at an approximate annual cost of \$1,170,000, funded entirely from processing fee revenues; and
3. The revised Pavement Degradation Fees as described in this report and set out in the Fee Schedule in Document 2 and proposed to be effective January 1, 2022; and
4. The amendments to the Road Activity By-law No. 2003-445 as set out in Document 3 and described in this report; and
5. Amendments to the Encroachments By-law No. 2003-446 as set out

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in Document 3 and described in this report.

That Transportation Committee receive for information purposes the following:

- 6. The process changes for Site Plan Control and plan of subdivision applications to include the review of right of way impacts during construction as described in this report and detailed in Document 4; and**
- 7. Staff's revised criteria for when a greater resurfacing of a road cut will be required pursuant to delegated authority under the Road Activity By-law No. 2003-445, as described in this report and detailed in Document 5.**

The Committee received a detailed PowerPoint presentation from Jacob Saltiel, Specialist, By-law Review, Planning, Infrastructure and Economic Development (PIED) and Britney McGrath, Coordinator, Traffic Management-Construction, Public Works and Environmental Services (PWES). A copy of which is held on file with the Office of the City Clerk. Also present and responded to questions were:

- Carina Duclos, Director, Infrastructure Services, PIED
- Rob Maclachlan, Program Manager, Right of Way, PIED
- Kevin Lamer, Program Manager, Inspection, PIED
- Phil Landry, Director, Traffic Services, PWES

The Committee heard from three delegations:

Steven McKean, President, National Capital Heavy Construction Association (NCHCA) noted currently the length of time it takes to obtain a road cut permit is excessive and is a recurring issue every construction season which has heavy impacts and interferes with obligations to meet contractual commitments leading to increased costs and levies. The NCHCA is pleased to see there will be improvements to reduce delays as well, support the idea of additional staff to expedite work, but question why it is dependent on cost recovery rather than service delivery. The NCHCA then thanked Right of Way staff to help clear the backlog.

Cheryl Parrott, Hintonburg Community Association (HCA) spoke in support of the bylaw and fee schedule proposed. The Hintonburg community sees infill construction every day, excavating properties without permission, unsafe demolitions and roadcuts ruining streets. The HCA feel that there are not enough inspectors with little oversight and encouraged the city to ensure developers provide a development schedule, document problems and request that permits aren't issued for unsafe sites.

Dave Robertson, Bike Ottawa spoke to issues cyclists face related to construction sites and although pleased to see the review, noted Bike Ottawa wasn't part of the consultation process. It seems that the stakeholders are those in the construction industry, not those impacted by the construction industry. This report sets up many process improvements, however more focus should be on the movement of people without cars; cyclists and pedestrians and ensuring helpful signage is in place.

Following questions of staff, the Committee Carried the staff recommendation as presented with the following 2 directions to staff:

Councillor A. Hubley

Since the collection of Pavement Degradation Fees (PDF) was resumed in 2019, PDF revenues have contributed towards the City's resurfacing program.

With the introduction of a new model for PDF as recommended in the report, staff be directed to:

1. analyze the projected annual PDF revenues based on the new PDF structure recommended in the staff report,
2. analyze how these fees could be directed within the different wards, and the types of maintenance that can be supported through the PDF,
3. review the associated project delivery methods and management efforts required to implement these, all towards evaluating how the City can best use PDF revenues to maintain its asphalt roadway assets; and,
4. report back to Committee by the end of Q1, 2022 with the results of this analysis.

Councillor M. Fleury

Staff are proposing to implement broader asphalt resurfacing requirements on road cuts made by utilities, primarily being that all cuts within one metre of a curb or roadway edge be brought to the curb or roadway edge, and that all cuts into pavement three (3) years or less in age be resurfaced to the full width of the affected lane.

While this will help maintain the surface rideability of road cuts, staff be directed to continue continuous improvement by:

1. Monitor the impact and compliance on the new broader resurfacings recommended in the staff report.

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2. Review if and how broader resurfacing requirements, or alternatives, could be required on older pavements beyond the 3-year proposed threshold within the boundaries of the design priority areas and special districts, as defined in the new Official Plan.
3. Review if broader resurfacing requirements should be required for extensive longitudinal road cuts that traverse several city blocks.
4. Report back to Committee by the end of Q1, 2023 with the results of this analysis.

And further direction,

5. Review the R10 Standard Trench reinstatement detail as part of the 2022 Infrastructure Services Standards Review, including the applicability of asphalt sealant on road cut joints.