

**Subject: Road Modifications for the Manor Park Integrated Road, Water and Sewer Project (Arundel Avenue, Kilbarry Crescent, Braemar Street, Finter Street, Farnham Crescent and Jeffrey Avenue)**

**File Number: ACS2026-PDB-TP-0013**

**Report to Public Works and Infrastructure Committee on 30 March 2026**

**and Council 8 April 2026**

**Submitted on March 19, 2026 by Jennifer Armstrong, Director, Transportation Planning, Planning, Development, and Building Services Department**

**Contact Person: Elizabeth Murphy, Program Manager, Transportation Engineering Services, Planning, Development, and Building Services Department**

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**Ward: Rideau-Rockcliffe (13)**

**Objet : Modifications de la chaussée dans le cadre du projet de réfection intégrée de la chaussée et des réseaux d'aqueduc et d'égouts de Manor Park (avenue Arundel, croissant Kilbarry, rue Braemar, rue Finter, croissant Farnham et avenue Jeffrey)**

**Dossier : ACS2026-PDB-TP-0013**

**Rapport au Comité des travaux publics et de l'infrastructure**

**le 30 mars 2026**

**et au Conseil le 8 avril 2026**

**Soumis le 19 mars 2026 par Jennifer Armstrong, directrice, Planification des transports, Direction générale des services de la planification, de l'aménagement et du bâtiment**

**Personne ressource : Elizabeth Murphy, gestionnaire de programme, Services d'ingénierie des transports, Direction générale des services de la planification, de l'aménagement et du bâtiment**

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**Quartier : Rideau-Rockcliffe (13)**

**REPORT RECOMMENDATION(S)**

**That the Public Works and Infrastructure Committee recommend that Council approve the road modifications described in Document 1, as part of the Manor Park Integrated Road, Sewer, and Water Project.**

**RECOMMANDATION(S) DU RAPPORT**

**Que le Comité de l'infrastructure et des travaux publics recommande au Conseil d'approuver les modifications de la chaussée décrites dans le document 1, dans le cadre du projet de réfection intégrée de la chaussée et des réseaux d'aqueduc et d'égouts de Manor Park.**

**BACKGROUND**

An integrated Road, Sewer, and Water project is currently underway for a number of roads in Manor Park, including Arundel Avenue, Farnham Crescent, Kilbarry Crescent, Braemar Street, Jeffery Avenue, and Finter Street. To support the project, a design for the associated roadworks was prepared. The roadworks include a variety of modifications, such as new sidewalks on one side of the street, curb extensions, and speed humps, to be constructed in coordination with the water and sewer works planned for the area.

The road modifications being undertaken in Manor Park were initiated through staff's delegated authority in accordance with the City's [Delegation of Authority By-law No. 2025-69](#). Under Schedule I, Section 40 of the By-law, titled "Intersection and Road Modifications", staff have delegated authority to approve changes to roads and intersections under certain conditions. One of the conditions that must be satisfied is the concurrence of the Ward Councillor; if the Councillor does not agree with the proposed road modifications, then staff do not have the authority to approve them. In such cases, staff are required to bring forward a report to Committee and Council to seek approval for the project.

In the case of the proposed roadworks in Manor Park, the road modifications were documented in a Road Modification Approval (RMA) Report (RMA-2025-TPC-022) dated June 16, 2025. Concurrence was received from the Ward Councillor and the RMA was approved under delegated authority. However, the RMA did not include approval of the sidewalks, as this decision was deferred to September 2025 pending further input from the Councillor. This approach allowed certain elements of the project to proceed, avoiding costly delays, while providing time for additional engagement with the community.

Subsequent consultation with residents and stakeholders on the proposed plan resulted

in extensive feedback. Overall, there were mixed opinions about the need for sidewalks. The results of a Councillor survey indicated 52 per cent of respondents oppose the sidewalks, 40 per cent are in support, and eight per cent did not express an opinion.

In discussions with the Ward Councillor, the option of deferral was raised. As the project involves a multi-year construction contract, it was possible to defer the sidewalk construction to 2026. However, any deferral beyond 2026 for whatever reason would remove the sidewalks from the current capital contract. Any future sidewalk project would have to be approved by Council and a new funding source identified. It is acknowledged that in discussing these options, there was miscommunication regarding the timelines of the deferral and associated impacts. As staff continue to recommend sidewalks in line with Council-approved policies, deferral beyond 2026 would no longer be a concurrence under the Delegation of Authority By-law and would thus require Council approval.

Since staff do not have the concurrence from the Ward Councillor to proceed with the sidewalk construction within the current contract, the delegated authority for this project has been lifted. As a result, the RMA report is being brought to Committee and Council for consideration and decision.

## **DISCUSSION**

The proposed sidewalks are included in the integrated renewal project for several reasons.

1. To support vulnerable road users. The planned roadworks, including sidewalks, align with many City policies in the Official Plan, the Transportation Master Plan, the Strategic Road Safety Action Plan and the City's Accessibility Policy. All promote building infrastructure that helps protect the safety of vulnerable road users. Sidewalks provide a safe and comfortable route for everyone, including children, seniors, and people with mobility challenges who would otherwise have to travel on the roadway with mixed traffic. Without sidewalks, pedestrians must walk around parked vehicles on the roadway, creating safety risks and accessibility issues. The planned sidewalk designs include accessibility features such as tactile walking surface indicators that help with navigation. Improving the pedestrian realm benefits health, equity, and the environment.
2. For prudent financial management. Sidewalks are funded through several sources, including:
  - a) By developers as part of new development sites;
  - b) City-initiated, as part of new road/transit projects;

- c) City-initiated, as part of integrated renewal projects; and
- d) City-initiated, as stand-alone projects (missing links and retrofitting).

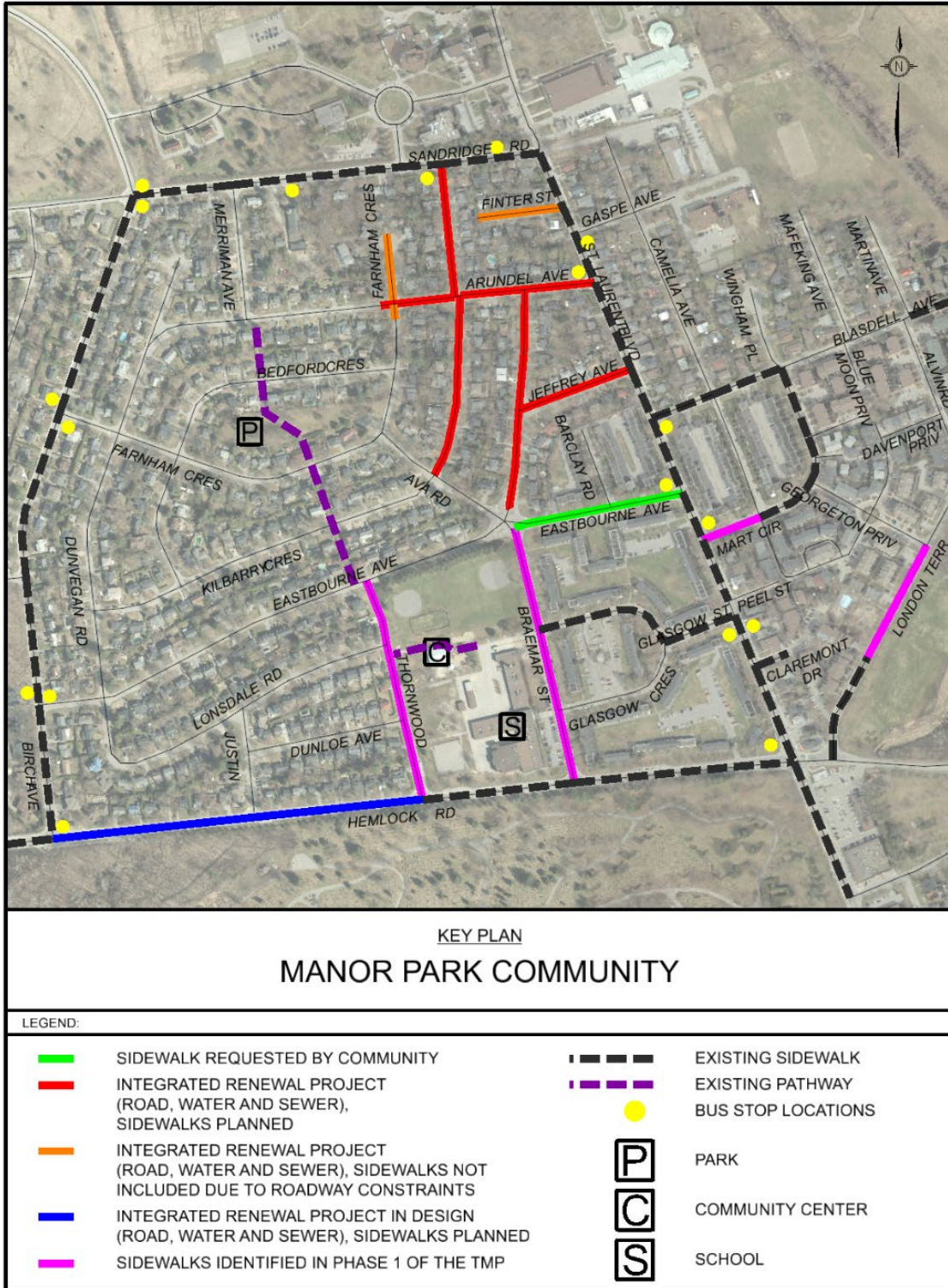
Opportunities to include sidewalks with new projects and road renewal provide the greatest economies of scale, thereby reducing costs to taxpayers. The Manor Park Integrated Road, Sewer, and Water project provides that opportunity. Should the project be completed without sidewalks, and there is a desire to add them in the future, that would increase the funding pressure on the stand-alone sidewalk program, which already has a higher demand than funding allows. Maximizing opportunities through coordinated reconstruction is more cost-effective and reduces the duration of disruption to the community.

3. For network connectivity. As funding is limited, the City must build pedestrian facilities in increments to achieve a fulsome network over time. This requires taking advantage of opportunities as they arise. The proposed sidewalks connect to planned future sidewalks in the area, including a sidewalk on Braemar Street (south of Eastbourne Avenue to Hemlock Road). This will further improve connectivity for pedestrians in the neighbourhood, connecting residents to major destinations such as the Manor Park Public School, parks, and transit stops.

As identified in Attachment 2 of Document 1, sidewalks are not proposed on Finter Street and Farnham Crescent (north of Arundel Avenue) due to several constraints, such as the presence of an extra-high-pressure gas main, the elevation of the connection to the existing sewer system, and mature trees near the road edge. Farnham Crescent south of Arundel Avenue is not within the scope of the integrated renewal project.

During consultation, the Manor Park Community Association requested a sidewalk along Eastbourne Avenue from St. Laurent Boulevard to Braemar Street. This section is not within the scope of the current integrated renewal project and funding is not available to implement this request. However, the connection can be assessed for feasibility when the Transportation Master Plan's Braemar Street sidewalk project is initiated, subject to future funding; this is planned as a near-term project.

For context, Figure 1 provides the existing, planned, and requested pedestrian facilities in the Manor Park neighbourhood.



**Figure 1 - Pedestrian Facilities, Context**

## **FINANCIAL IMPLICATIONS**

The total budget authority for the Manor Park Integrated Road, Water, and Sewer project is \$13.9 million, funded through capital account 910834 Jeffery - Arundel - Farnham et al. This includes approximately \$180,000 for sidewalk installation. If the sidewalks were to be constructed as stand-alone projects, the cost would be between \$500,000 and \$700,000. It should be noted that the cost estimates have been updated since the project was presented during public engagement and reflect refinements during the design and tender process.

## **LEGAL IMPLICATIONS**

There are no legal impediments to approving the recommendation as outlined in this report.

## **COMMENTS BY THE WARD COUNCILLOR(S)**

The Ward Councillor is aware of this report.

## **ADVISORY COMMITTEE(S) COMMENTS**

Some correspondence from residents regarding the sidewalks was shared with the Councillor liaison for the Accessibility Advisory Committee. The Accessibility Advisory Committee has not provided any comments on this project.

## **CONSULTATION**

Document 1 summarizes the consultation events with residents and the Ward Councillor. The Ward Councillor also issued a newsletter to his community on Sept 5, 2025. In this newsletter, it was stated that a comprehensive transportation analysis for Manor Park is required before infrastructure decisions are made. Currently, this type of analysis is addressed through the broader, City-wide TMP and Official Plan policies, and through the planning work of the Active Transportation (AT) program (a component of the TMP) for stand-alone projects. This analysis is not undertaken for the integrated renewal program because the intent of the City's policy is to implement sidewalks in coordination with other projects as opportunities arise, with the long-term objective that all City streets will include sidewalks over the fullness of time.

AT policies and stand-alone project priorities were approved by Council as part of the TMP. It should be noted that there is flexibility as staff continue to review sidewalk requests that are not included in the current AT program for feasibility and opportunities for implementation in the most cost-effective manner possible. An example of this is the previously mentioned Eastbourne Avenue sidewalk request from the Manor Park Community Association.

To undertake a neighbourhood-focused study of sidewalk priorities will require staff resources and funding as this would be a new level of analysis. This could create future funding pressures given the number of neighbourhoods across the city that may want the same consideration. Furthermore, such a study would not change the City's policy to implement sidewalks on local roads as opportunities arise. Not taking advantage of the economies of scale provided by the current integrated renewal project will affect the City's capital affordability should Council choose to implement these sidewalks in the future as stand-alone projects.

## **ACCESSIBILITY IMPACTS**

As noted in this report, the Official Plan and Transportation Master Plan call for the addition of sidewalks to local roads to improve the pedestrian realm. The presence of sidewalks has significant impacts on people with disabilities, older adults and other vulnerable pedestrians, allowing all residents to safely and equitably access their neighbourhoods. The City's Accessibility Policy states:

The City of Ottawa is committed to providing equal treatment to people with disabilities with respect to the use and benefit of City services, programs, goods and facilities in a manner that respects their dignity and that is equitable in relation to the broader public.

For the most vulnerable pedestrians (those with disabilities, including people with sight and hearing loss, older adults, children), sidewalks provide an essential safety buffer from vehicles, including motor vehicles and cyclists, allowing people to navigate their communities equitably, safely and independently. Sidewalks promote inclusion, allowing all people with disabilities to participate fully, safely, and independently, in their communities.

The City's Corporate Accessibility Office was consulted on the recommendations in this report and support the construction of sidewalks as part of this project.

## **ASSET MANAGEMENT IMPLICATIONS**

With the construction of any new physical assets, there will be an incremental increase of total life cycle costs associated with the operations and maintenance, and future renewal of sidewalks constructed within the scope of this project. These incremental costs are typically reflected in future updates of the Long-Range Financial Plan, and Transportation Asset Management Plan. Should the new sidewalks not be constructed, there will be no associated Asset Management Implications.

## **CLIMATE IMPLICATIONS**

Over time, the incremental addition of sidewalks within the community will create a connected network that can help promote walking as an alternative to driving, particularly for short trips. This in turn can help reduce greenhouse gas emissions.

## **ENVIRONMENTAL IMPLICATIONS**

Environmental impacts were considered during the design. A walk-through with a Forester from the Climate Change and Resiliency Services Branch was completed and the project is expected to have minimal impact to existing trees.

The project also includes the addition of concrete curbs which will address stormwater flooding issues within the community.

## **RISK MANAGEMENT IMPLICATIONS**

The integrated renewal contract is underway and after winter shutdown, activities on site have commenced. A decision is needed in mid-April regarding the inclusion of sidewalks in order to allow the contractor to plan their site activities.

## **RURAL IMPLICATIONS**

This project is located within the urban area.

## **TERM OF COUNCIL PRIORITIES**

The report recommendation aligns with the following strategic priority as outlined in the 2023-2026 Term of Council Priorities:

- A city that is more connected with reliable, safe and accessible mobility options.

**SUPPORTING DOCUMENTATION**

Document 1: Road Modification Approval (RMA) Report Under Delegated Authority report (RMA-2025-TPC-022), dated October 23, 2025.

**DISPOSITION**

Upon approval of this report, staff from Infrastructure and Water Services will move forward with the implementation of the roadworks identified in Document 1.