CITY OF OTTAWA

ROAD MODIFICATION APPROVAL UNDER DELEGATED AUTHORITY

RMA-2025-TPC-022 (REV) DATE: October 23, 2025

RECOMMENDATIONS

- Staff recommend road works on Jeffrey Avenue, Braemar Street, Arundel Avenue, Kilbarry Crescent, Farnham Crescent, and Finter Street to construct sidewalks, curb extensions, and speed humps in coordination with proposed water/sewer works, as described in this report.

LOCATION

- The project involves the following roadways in Ward 13, see Attachment 1:
  - Arundel Avenue, from Farnham Crescent to St. Laurent Boulevard.
  - Farnham Crescent, from Arundel Avenue to dead-end.
  - Kilbarry Crescent, from Ava Road to Sandridge Road.
  - Braemar Street, from Ava Road to Arundel Avenue.
  - Jeffrey Avenue, from Braemar Street to St. Laurent Boulevard.
  - Finter Street, from St. Laurent Boulevard to dead-end.

BACKGROUND

- The proposed modifications are being undertaken to implement speed management measures and pedestrian improvements as part of an integrated road, sewer and water main reconstruction project.
- The proposed road modifications follow guidance from the Local Residential Streets 30km/h Design Toolbox and Traffic Calming Design Guidelines to design local residential streets to 30 km/h operating speeds in accordance with the City's Road Safety Action Plan.
- Construction is planned to commence in the summer of 2025.

COMPLIANCE WITH THE STRATEGIC ROAD SAFETY ACTION PLAN

The recommendations summarized in this report will help achieve the following objectives from the City's 2025 Road Safety Action Plan:

- 30 km/h Designs for Local Roads: Include design elements to achieve a 30 km/h target speed for new local roadways or reconstructions.

MODIFICATION OUTCOMES - BENEFITS AND IMPACTS

The recommendations summarized in this report will help achieve the following objectives from the City's current Transportation Master Plan:

- Theme 1 – Build a Sustainable and Resilient Transportation System
- Theme 2 – Create a Healthier and More Equitable Transportation System
- Theme 5 – Use Transportation to Support the City We Want to Build
- Theme 6 – Maximize Walkability
- Theme 9 – Provide Safe, Multimodal Streets
- Theme 11 – Encourage Sustainable Travel Choices

Potential Benefits

The proposed sidewalks will create a dedicated pedestrian facility, providing a safe space for pedestrians travelling through the neighborhood to and from adjacent schools and transit services. The sidewalks will be built to current standards with respect to width, surface quality and accessibility.

The proposed speed management measures will help reduce vehicle speeds.

The addition of curbs will address stormwater flooding issues within the community.

Potential Impacts

Some impacts to existing trees may occur. Forestry will be consulted, and compensation plantings will be provided, as necessary.

There will be some minor perceived loss of front yard/driveway space due to shifts in roadway alignment within the City right-of-way to mitigate impact to the mature trees in the area. Parking on one side of the street will be lost due to narrowing of the road width.

EXISTING ROAD CONDITIONS

- All streets within the project area are two-way local roads with an unposted speed limit of 40 km/h.
- The existing road widths are as follows:
    - Arundel Avenue – 8.6m to 9.2m
    - Farnham Crescent – 8.5m to 9.1m
    - Kilbarry Crescent – 8.3m to 9.1m
    - Braemar Street – 8.5m to 15.0m
    - Jeffrey Avenue – 8.5m to 9.0m
    - Finter Street – approx. 9.0m
- There are stop-controlled intersections at:
    - Arundel Avenue and Farnham Crescent (stop controlled on Farnham Crecent);
    - Arundel Avenue and Kilbarry Crescent (all-way stop);

    - Kilbarry Crescent and Sandridge Road (stop controlled on Kilbarry Crescent);
    - Braemar Street and Jeffrey Avenue (all-way stop);
    - Jeffrey Avenue and St. Laurent Boulevard (stop controlled on Jeffrey Avenue); and
    - Finter Street and St. Laurent Boulevard (stop controlled on Finter Street).
- On Jeffrey Avenue, no parking is permitted on either side of the street between the St. Laurent Boulevard intersection and approximately 40m west of the intersection. Otherwise, parking is permitted throughout the project area.
- There are no bus stops within the project limits. Bus stops exist adjacent to the project limits on Sandridge Road (near the intersection with Kilbarry Crescent) and St. Laurent Boulevard (near the intersection with Arundel Avenue).

PROPOSED ROAD MODIFICATIONS

- It must be emphasized that the following road modifications (see Attachment 2) are conceptual and intended only to illustrate the proposed function. The approval of any detailed design of the road modifications stemming from this report will be subject to the City's detailed design review process.
- The detailed design review process will include requirements for roadside safety provisions, utility relocations, street lighting, drainage and other needs as deemed appropriate by the City.

<u>Proposed Road Modifications:</u>

- Arundel Avenue, between Farnham Crescent and St. Laurent Boulevard:
    - Construction of a new 1.8m-wide concrete sidewalk on the south side of the street, including Tactile Walking Surface Indicators (TWSI);
    - Construction of a speed hump at 5 Arundel Avenue;
    - Construction of raised crosswalks (on the east leg of Kilbarry Crescent and the west leg of St. Laurent Boulevard;
    - Construction of a curb extension at the northwest corner of the Arundel Avenue and Farnham Crescent intersection, narrowing both streets;
    - Construction of a curb extension at the southeast corner of the Arundel Avenue and Farnham Crescent intersection, narrowing Farnham Crescent;
    - Construction of a raised intersection at the intersection of Arundel Avenue and Farnham Crescent;
    - Road narrowed to 7.5m, to mitigate impacts to mature trees; and
    - Parking will be prohibited on the north side.

- Farnham Crescent, between Arundel Avenue and Dead-End:
    - Construction of barrier curbs on both sides of the street, between Arundel Avenue and the cul-de-sac; and
    - Construction of speed cushions at 8 Farnham Crescent.

- Kilbarry Crescent, between Ava Road and Sandridge Road:
    - Construction of a new 1.8m concrete sidewalk on the west side of the street, including TWSIs;
    - Construction of speed humps at 5 and 22 Kilbarry Crescent;
    - Mid-block curb extensions at the following locations:
        - On the west side fronting 14/16 Kilbarry Crescent
        - On the east side fronting 17 Kilbarry Crescent
        - On the west side fronting 8 Kilbarry Crescent
        - On the east side fronting 9 Kilbarry Crescent
    - Road narrowing to 7.5m, to mitigate impacts to mature trees; and
    - Parking will be prohibited on the east side.

- Braemar Street, between Ava Road and Arundel Avenue:
    - Construction of a new 1.8m concrete sidewalk on the west side of the street, including TWSIs;
    - Construction of speed humps at 4 and 18 Braemar Street;
    - Road narrowing to 7.5m, to mitigate impacts to mature trees; and
    - Parking will be prohibited on the east side.

- Jeffrey Avenue, between Braemar Street and St. Laurent Boulevard:
    - Construction of a new 1.8m concrete sidewalk on the north side of the street, including TWSIs;
      Corner radius tightening on the southeast corner of Braemar Street;
    - Construction of a speed hump at 5 Jeffrey Avenue;
    - Construction of a raised crosswalk on the west leg of St. Laurent Boulevard;
    - Road narrowing to 7.5m, to mitigate impacts to mature trees; and
    - Parking will be prohibited on the south side.

- Finter Street, between St. Laurent Boulevard and Dead-End:
    - Construction of speed cushions at 877 Finter Street

FINANCIAL COMMENTS

- Additional annual operating costs are estimated at $7,500 to accommodate maintenance of approx. 970m of new sidewalks throughout the project area (i.e. snow clearing).
- The total estimated cost for the work is $12.9M.
- Road works are included in account CP000840.

CONSULTATIONS

- A project website was established to share information about the project. Please see: https://ottawa.ca/en/city-hall/public-engagement/public-engagement-project-search/jeffrey-avenue-arundel-avenue-farnham-crescent-et-al-integrated-renewal
- A Public Information Session was held on November 20, 2024, from 6:00pm to 8:00pm at the main hall of the Main Event Space located at 1805 Gaspé Avenue.

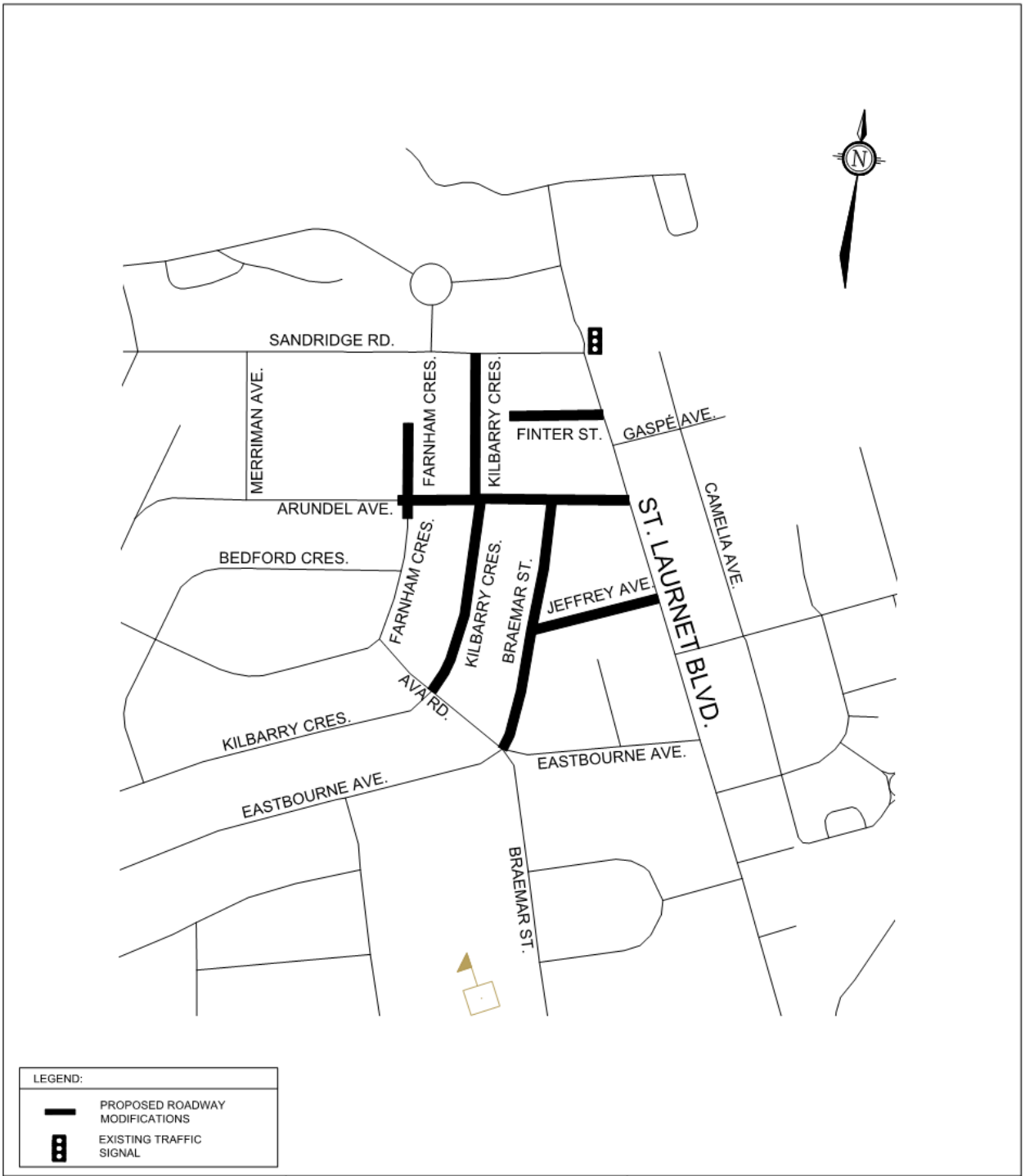
- Twenty-Seven community members submitted comments addressing the proposed road modifications. Comments received highlighted the following concerns:
    1. Opposition to sidewalks, concerns that they are not needed, would narrow the road, and would ruin the unique aspects of the neighbourhood.
    2. Opposition to speed humps, concerns that they are not needed and may cause vibrations from vehicles driving overtop.
    3. Opposition to parking restrictions on one side of the road.
    4. Concerns for tree impact caused by construction.
- Multiple meetings were held with the Councillor's office and stakeholders to review and discuss the above-noted concerns. Actions and resolutions are noted below in the same order as presented above:
    1. The Councillor's office undertook further engagement with the Community Association and other stakeholders on the issue of sidewalks. City staff met with the Ward Councillor and members of the Executive Committee of the Manor Park Community Association on April 23, 2025. At this meeting, the scope of the work was discussed, as well as the long-term plans for infrastructure upgrades within the community (watermains, sewers, sidewalks). There was also a discussion on the benefits of sidewalks and the importance of sidewalks from an accessibility perspective. Subsequent to this meeting, it was agreed with the Councillor to defer the decision on the sidewalks to September 2025, pending further consultation by the Councillor with the community.
    2. A Traffic Vibration Risk Assessment, completed by Goodman Pavement and Materials Engineering on January 9, 2025, classified the risk of vibration complaints due to vertical measures as "*Moderate – vertical deflection measures considered feasible although consideration should be given for the use of temporary measures or a phased installation."* The factor which pushed the risk score from Low (feasible, no concerns) to Moderate was the presence of previous vibration complaints. The only recorded complaint was through a comment made during the Public Information Session. City AMB had no written record of previous complaints within the project area. Therefore, it was decided that overall vibration complaint risk was not significant enough to remove vertical measures from the scope of the project.
    3. The concern regarding parking was noted, but with the installation of curbs, the ROW would need to be widened to accommodate parking on both sides, which was of greater concern to residents as it would encroach into the green space in front of their homes.
    4. A walk-through with Forestry was completed and there is minimal anticipated impact to the existing trees. The design was also adjusted so that all proposed sidewalks are on the same side as the existing streetlights.
- Preliminary approval for the proposed roadworks was given on June 12, 2025, by the Program Manager of Transportation Engineering Services, under the delegated authority of the Director of Transportation Planning.
- Concurrence was received from the Ward Councillor on June 16, 2025, under the condition that the final decision on the sidewalks be deferred to September 2025, pending further consultation with the community.

- Final approval for the work was given on June 16, 2025, in accordance with Schedule I (Section 40) of the Delegation of Authority By-law No. 2025-69, excluding the approval of the sidewalks, allowing initial construction work to commence.
- A public information session was held on July 30, 2025. A presentation was given by Novatech Engineers and City staff on the scope of the work and what to expect during construction. There was significant discussion on the issue of sidewalks, with many residents expressing their opposition to including sidewalks in the project. Others spoke in favour of sidewalks, emphasizing their benefits in terms of safety and accessibility. At the end of the session, residents were invited to respond to the Councillor's survey, which was open from July 30 to August 30, 2025.
- A summary of the survey results was compiled by Novatech Engineers in a technical memorandum dated September 4, 2025. Of those surveyed, 42 out of 81, or 52%, were in opposition to sidewalks. Common reasons cited include: no perceived necessity of sidewalks, cost of sidewalks, loss of greenspace, environmental concerns, look and feel of the neighbourhood, and safety concerns. Those who were in support of sidewalks, 32 out of 81 respondents, or 40%, cited the safety benefits of sidewalks, accessibility for current and future residents, and the needs of residents with limited mobility. The remaining 8% of respondents did not express an opinion with regards to sidewalks.

ATTACHMENTS

- Attachment 1 – Key Plan
- Attachment 2 – Proposed Road Modifications

KEY PLAN (RMA-2025-TPC-022A) **ATTACHMENT 1**



PLANNING, DEVELOPMENT AND BUILDING SERVICES

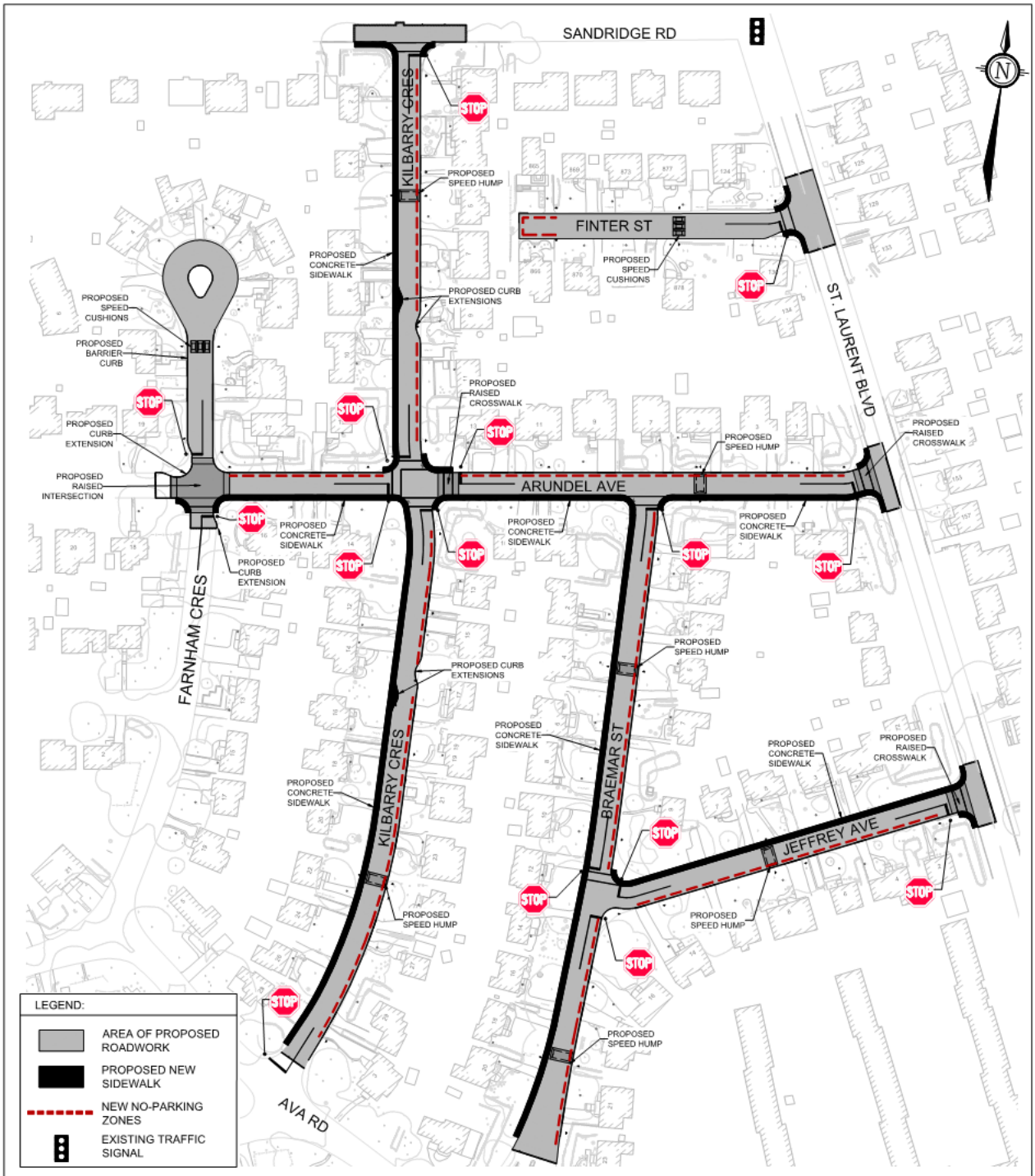
KEY PLAN

ARUNDEL AVENUE, FARNHAM CRESCENT, KILBARRY CRESCENT, BRAEMAR STREET, JEFFREY AVENUE, FINTER STREET

TRANSPORTATION ENGINEERING SERVICES BRANCH

Approved By: V. BLACK	Drawing No.: RMA-2025-TPC-022A
Completed By: NOVATECH - JM	
Scale: N.T.S.	Date: MAY 2025

PROPOSED ROAD MODIFICATIONS ((RMA-2025-TPC-022B) **ATTACHMENT 2**



Ottawa

PLANNING, DEVELOPMENT AND BUILDING SERVICES

PROPOSED ROAD MODIFICATIONS

ARUNDEL AVENUE, FARNHAM CRESCENT, KILBARRY CRESCENT, BRAEMAR STREET, JEFFREY AVENUE, FINTER STREET

TRANSPORTATION ENGINEERING SERVICES BRANCH

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Completed By: NOVATECH - JM

Scale: N.T.S.

Date: MAY 2025

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